

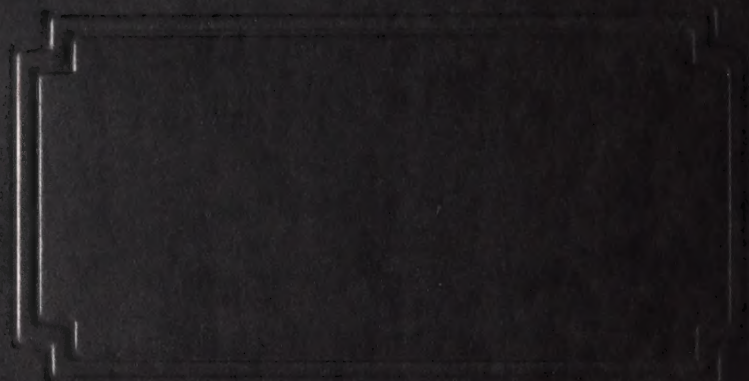
3 1761 11969647 4

Government
Publications

Canada. Ministry of State for
Urban Affairs.
News release

CAI UA

N26



ACCOPRESS

GENUINE PRESSBOARD BINDER

CAT. NO. **BO 2507 EMB**

ACCO CANADIAN COMPANY LTD.
TORONTO

OGDENSBURG, N.Y., CHICAGO, LONDON
MEXICO CITY D.F., UTRECHT

News Release

Communiqué

Govt Publications

Honourable
Ron Basford
Minister of State
for Urban Affairs

L'honorable
Ron Basford
ministre d'État
chargé des Affaires urbaines

Government
Publications

Canada

CAI UA N26

FEDERAL PLANS TO PUT CITIES ON RIGHT SIDE OF THE TRACKS

OTTAWA, October 10 - Special federal assistance is being prepared to move railways out of cities and let people in, two federal ministers announced today.

Transport Minister Don Jamieson and Urban Affairs Minister Ron Basford announced that Parliament will be asked to approve legislation that will permit the federal government to help get rail lines out of core urban areas. Such relocation would have to take place in the context of specific provincial and city plans for urban improvement and rebirth.

Proposed federal amendments to the Railway Act would also more than double current federal financial aid toward making railway-highway grade crossings throughout the country safer, the ministers said. Provision for doubling of federal grants under the Railway Grade Crossing Fund---and for special grants on extra-large projects---would also contribute significantly to improved urban transportation conditions and urban environment, the ministers said.

...2

 Ministry of State
Urban Affairs
Canada

Ministère d'État
Affaires urbaines
Canada

for further
information
telephone
613-993-9583

pour plus
d'informations
téléphoner à
613-993-9583



Digitized by the Internet Archive
in 2024 with funding from
University of Toronto

<https://archive.org/details/31761119696474>

Mr. Jamieson and Mr. Basford jointly announced the intended legislative package as an instance of federal policy in key fields, such as transportation, being directed to the best urban impact it can make.

"We are extending the federal government's ability to assist in solving urban transportation problems, and at the same time to improve the environment of our cities," Mr. Jamieson and Mr. Basford said.

"We are ready to help move the railways out, to move the people in."

"Railway relocation can be one of the keys to restoring the life of our inner cities. Therefore, federal assistance will mesh with city and provincial planning as to their own priorities and directions."

The legislation to be put before Parliament contains two broad, complementary streams. One stream is totally new, permitting the government for the first time to fund and support railway relocation in a major way. The other stream is the expansion of the historic Railway Grade Crossing Fund, which has helped change the face of urban and rural areas in Canada for more than 60 years.

RELOCATION AND URBAN IMPACT

The new legislation would provide a sequence of steps to be taken by a city, or province, or both.

First would come their application to the Canadian Transport

Mr. Jamieson and Mr. Hargrave jointly announced the...
legislative package as an instance of federal...
transportation, being directed to the...
can make.

"We are extending the federal government's ability to assist
in solving urban transportation problems, and at the same time to
improve the environment of our cities," Mr. Jamieson and Mr. Hargrave
said.

"We are ready to help move the railways out, to move the
people in."

"Railway relocation can be one of the keys to restoring life to
our inner cities. Therefore, federal assistance will mean with city
and provincial planning as to their own priorities and directions."
The legislation to be put before Parliament contains two
broad, complementary streams. One stream is totally new, permitting the
government for the first time to fund and support railway relocation
in a major way. The other stream is the expansion of the historic
railway Urban Clearing Fund, which has helped change the face of urban
and rural areas in Canada for more than 50 years.

RELOCATION AND URBAN IMPACT

The new legislation would provide a sequence of steps to be
taken by a city, or province, or both.
First would come their application to the Canadian Transport

Commission for permission to relocate railway lines or reroute traffic as part of a city redevelopment plan.

If the CTC was satisfied that a justifiable case existed for such relocation or rerouting, the next stage would be a comprehensive transportation and urban planning study of the benefits and costs of alternative solutions.

The Ministry of Transport and the Ministry of State for Urban Affairs would financially assist the provincial government, the city and the railroad(s) in this balanced review of the opportunities for urban development that would precede any detailed proposal.

The detailed proposal would then be made to the Canadian Transport Commission. The CTC would have the power to order the railway companies to relocate, under arrangements by which the railways would neither profit nor suffer from the change.

The legislation would permit the federal government to take possession of railway properties. The federal government has lacked the authority to spur railway relocation even when cities and provinces demanded it because it had no power to undertake the possession of railway land. The proposed legislation would correct that.

"Of course, in many instances or even in most there will be no need to use such provisions," the two ministers said. "The railways are now often leading proponents of core area railway relocation to make way for urban redevelopment in which they become deeply involved."

Once the project was approved, the federal government, through a special financial assistance program, would help in moving the railways.

The financial assistance program will be proposed to Parliament on the concept that the federal government would make payments equal to the savings expected to accrue to the Railway Grade Crossing Fund as a result of relocation compared with costs of building a series of bridges or tunnels if railways stayed where they are.

RAILWAY GRADE CROSSING FUND CHANGES

The Railway Grade Crossing Fund was created in 1909 to ensure more security at railway-highway crossings, by widening them, by installing signals or by replacing them with bridges and tunnels.

Double The Money For Normal Purposes

The fund would be continued under the proposed legislation and the federal grants available through it more than doubled. They now run about \$20 million a year.

The federal contribution for the construction of bridges or tunnels to separate railways and highways would be raised from \$500,000 to \$1 million (or 80 percent of the cost, whichever was the lesser) for new structures.

For reconstruction of existing facilities, the federal

contribution would be raised from a maximum \$250,000 to a new top of \$625,000 (or 50 percent, whichever was the lesser).

More For Special Cases

The legislation would also make allowance for special cases.

It would provide for grants to certain grade separation projects that did not qualify for assistance under existing regulations. It would recognise that some very expensive projects might merit higher federal financial assistance than was provided for by the planned new ceilings.

The CTC would be empowered to recommend special appropriations in such circumstances.

News Release

Communiqué

Honourable
Ron Basford
Minister of State
for Urban Affairs

L'honorable
Ron Basford
ministre d'État
chargé des Affaires urbaines

BACKGROUND

RAILWAY RELOCATION IN THE NATION'S CAPITAL

Ottawa's railway relocation program, carried out largely between 1947 and 1967 by the National Capital Commission and its predecessors, has served as a model for such schemes everywhere.

Its total cost was some \$42 million but those dollars have helped transform Ottawa into a beautiful capital worthy of national pride.

The Rideau Canal is now bordered by green parkland on both banks, and the new National Arts Centre looks out on that rather than on a tangle of tracks. The historic Union Station remains, but revitalized as a government conference centre. A scenic drive winds where little-used railway track once ran. Parkways have been developed along other rail lines. Freight and passenger facilities have been shifted to a less congested area. Haphazard growth has been virtually eliminated because industry has been spurred to establish in planned zones away from the city core.

The Holt Commission first drew attention to Ottawa's railway problem in 1915. The Commission, headed by Sir Herbert Holt, President



Ministry of State
Urban Affairs
Canada

Ministère d'État
Affaires urbaines
Canada

for further
information
telephone
613-993-9583

pour plus
d'informations
téléphoner à
613-993-9583

of the Royal Bank of Canada, was created by the Borden government in 1913 to recommend a general plan for Ottawa and Hull. It stated that orderly planning and development was dependent on curing the existing situation -- 11 railway lines, three major freight yards, many private sidings, 150 grade crossings within the urban area, more than 100 dead-end streets.

This key recommendation of the Holt Commission was included in the 1950 Plan prepared by Jacques Gréber (the French city planner hired by Prime Minister Mackenzie King to create a true national capital).

In "Plan for the National Capital 1950" Gréber stated: "The remodelling of railroad facilities has become the framework of the Master Plan."

The railway relocation program called for action on three basic proposals:

1. The elimination of all surplus railway facilities within the urban core.
2. The consolidation of all freight and marshalling yards in a central railway terminal in the south-east sector of the capital.
3. The removal of the Union Station from downtown Ottawa to a site adjacent to the main freight terminal.

In 1947 the then Federal District Commission recommended to the Cabinet that land be purchased for industrial sites, railway freight terminals and yards as essential steps in the development of the National Capital. A plan was also prepared providing for the removal of the many

The railway relocation scheme carried out by the National Capital Commission is unique to North America. For, while various attempts have been made in other cities to affect improvement through the removal of track systems, there is no other instance of so massive an operation having been successfully achieved.

Supp. 10.10.72-015E

Honourable
Ron Basford
Minister of State
for Urban Affairs

L'honorable
Ron Basford
ministre d'État
chargé des Affaires urbaines

BACKGROUND

THE URGE TO RELOCATE RAILWAYS:

WHERE THE NEED IS

Railway relocation can transform Canadian towns and cities.....
and they know it.

More than 30 applications for removing railway tracks and yards and terminals from vital downtown areas are known to or are formally before the Canadian Transport Commission, which must approve all proposals.

In some instances the planned cost is relatively low, for instance \$300,000 for Lindsay, Ontario, which wants to relocate a CNR branch line. In others, ambitious plans for the rebirth of communities can run into millions of dollars: an estimated \$100,000,000 price tag is attached to a proposal for Winnipeg which would relocate tracks and facilities, reduce barriers to urban transportation and open up large urban redevelopment potential in the heart of the city.

Railway relocation costs governments money. But they get back benefits such as higher tax revenues; better-flowing traffic with less congestion, pollution and noise; better municipal facilities and services; more open spaces in city centres; in short--a better environment for people. Municipalities have shown themselves eager to capitalize on

...2



these benefits, and railways have been willing to cooperate provided they are assured of no financial loss. Railways have, moreover, generated major proposals in Canada for railway relocation and urban redevelopment.

Major Relocation Proposals ---- Some Instances

Among major railway relocation proposals currently being considered by the CTC is Quebec City's scheme to remove CPR tracks (and the Palais Station) from Lower Town. The Palais Station would be relocated for CPR use and the CNR, which has also been using the station, would use its Ste. Foy terminal. CPR tracks would be linked with CNR facilities to give CPR access to port facilities. Relocation of the CPR tracks would remove level crossings from many streets, unclogging traffic tie-ups as well as providing redevelopment possibilities.

Sault Ste. Marie, Ontario has put forward a relocation program to eliminate more than a dozen grade crossings in the city, make a 100-foot right-of-way available for an east-west expressway and free land in the central part of the city for commercial and residential development. Many old industrial and commercial establishments adjacent to the railway will be relocated and new rail facilities developed.

St. Thomas, Ontario is cut east-west by the main lines of three railways. Another two lines cut the city north-south. The city's proposal calls for a single transportation corridor north of the city to permit the development of unhindered city planning.

White Rock, British Columbia wants to relocate the Burlington Northern Railway between the international border and Vancouver. At the

present ~~time~~ the line cuts off valuable shore property from public use.

Regina has embarked on plans for an ambitious scheme which calls for a three-stage program continuing possibly to the year 2,000, when the main line of the CPR would be relocated.

The first phase of stage one envisages the removal of CNR and CPR branch lines. This would take out some 20 crossings within the city, provide for a major, provincial highway project, make land for redevelopment available at low cost, and enable a major sewer project to go ahead. The need to construct a number of subways or overpasses would be eliminated and access to the central business district would be improved.

One of Canada's potentially most ambitious relocation proposals at the present time is outlined in the report of the Winnipeg Railway Study, undertaken for its sponsors by ~~the~~ consulting firm of Damas and Smith. The federal government paid \$375,000 of the \$500,000 bill for the study. The balance was financed by the Province of Manitoba, Winnipeg, and the two railways - CNR and CPR.

The Winnipeg study, conceived as a pilot project with valuable application to many Canadian municipalities, developed from a submission by Greater Winnipeg and the Province of Manitoba to the federal government **requesting** financial help to build a \$13 million overpass across the CPR main line in Winnipeg.

The overpass was intended to replace a bridge which is badly in need of repair. Under existing federal railway legislation,

the new structure would have been eligible for a grant of only \$250,000 from the Railway Grade Crossing Fund. The large gap between the cost and what the federal government could legally provide led to a proposal that complete relocation of the line and the CPR yards be studied.

The federal government agreed to join the study in July, 1970.

Chief goal of the Winnipeg study was to develop and assess alternative plans for railway relocation which would be technically feasible and provide social and economic benefits for the future development of the community and its transportation facilities.

Four plans with different-- but high-- price tags attached were developed by the study and are now being evaluated. The study finds that costs of a major relocation program in Winnipeg would be high, but there could be savings of \$100-125 million in highway construction through railway relocation.

The study will have a major influence on urban planning in Winnipeg and has illustrated the value of planning jointly for rail and highway needs.

Neighborhood Relocation Projects Underway or Completed

Some relocation programs play major, if less heralded roles, in creating a better urban environment for families living

in blighted, service-poor neighbourhoods.

Current projects involving financing by Central Mortgage and Housing Corporation under the National Housing Act offer examples of the beneficial results of rail relocation for relatively small residential or mixed use areas.

Parks, open spaces, public and private housing, housing rehabilitation, traffic improvements in terms of safety and flow, revitalized commercial and industrial sections, and improved facilities such as sewers, street lighting, water supply -- can result from rail relocation programs applied to neighbourhoods.

Montreal's Little Burgundy district (160 acres) is currently in the throes of a major redevelopment project. Central Mortgage and Housing Corporation will be contributing some \$20.4 million to redevelopment projects (under Section 24 of the National Housing Act) in seven of the 11 areas which make up Little Burgundy.

CNR tracks very effectively slice Little Burgundy into two segments, splitting the fabric of the district. Relocation of the tracks is therefore at the heart of the redevelopment concept. The city of Montreal is purchasing 33 acres of land, mostly railway property to push the project ahead. The result will be to improve land use, reunite families living in the two segments as a true community, allow the

The first part of the paper discusses the importance of the study and the objectives of the research. It then proceeds to a literature review, followed by a description of the methodology used in the study. The results of the study are presented in the next section, followed by a discussion of the findings and their implications. The paper concludes with a summary of the main points and a list of references.

The study was conducted in a laboratory setting, using a series of experiments to measure the effects of the treatment on the response of the subjects. The results of the study are presented in the next section, followed by a discussion of the findings and their implications. The paper concludes with a summary of the main points and a list of references.

The first part of the paper discusses the importance of the study and the objectives of the research. It then proceeds to a literature review, followed by a description of the methodology used in the study. The results of the study are presented in the next section, followed by a discussion of the findings and their implications. The paper concludes with a summary of the main points and a list of references.

The study was conducted in a laboratory setting, using a series of experiments to measure the effects of the treatment on the response of the subjects. The results of the study are presented in the next section, followed by a discussion of the findings and their implications. The paper concludes with a summary of the main points and a list of references.

pattern. This necessitated the removal of railway facilities.

Rail relocation involved a CPR spur line, which ran through the heart of the downtown area, and the CNR yards, which occupied approximately 10 of the renewal area's 59 acres. Railway relocation costs exceeded \$1.1 million, shared on a 50-25-25 basis among the federal, provincial and municipal governments.

Railway Relocation Proposals Before the CTC

Brantford, Ont.	Peterborough, Ont.
Calgary, Alta.	Preston-Galt, Ont.
Chicoutimi, Que.	Quebec, Que.
Drummondville, Que.	Red Deer, Alta.
Fredericton, N.B.	Regina, Sask.
Hamilton, Ont.	Renfrew, Ont.
Kitchener, Ont.	St. Thomas, Ont.
Lac Megantic, Que.	Sault Ste. Marie, Ont.
Lindsay, Ont.	Thunder Bay, Ont.
Medicine Hat, Alta.	Tillsonburg, Ont.
Moncton, N.B.	Wetaskiwin, Alberta
New Waterford, N.S.	White Rock, B.C.
Niagara Falls, Ont.	Windsor, Ont.
North Bay, Ont.	Winnipeg, Man.
Pembroke, Ont.	Yorkton, Sask.

Honourable
Ron Basford
Minister of State
for Urban Affairs

L'honorable
Ron Basford
ministre d'État
chargé des Affaires urbaines

BACKGROUND
THE RAILWAY GRADE CROSSING FUND

The Railway Grade Crossing Fund was established by amendment to the Railway Act in 1909. It was designed to give federal assistance to projects which would increase public safety and convenience at railway level crossings.

Since 1909, the fund has expended \$208,000,000.

Of this amount, \$193,000,000 has been allocated since 1955, when Parliament decided to accelerate the safety program by increasing the annual appropriation to \$5,000,000 from \$1,000,000. (The annual amount started at \$200,000 in 1909, went to \$500,000 in 1948 and to \$1,000,000 in 1951.)

Since 1966, the annual outlay for the fund has run at about \$20,000,000 a year.

Since the program of safety was accelerated in 1955 the incidence of level crossing accidents in Canada has dropped despite a dramatic increase in total motor vehicle accidents and the constant rise in vehicle registrations.

Between 1956 and 1970, the number of highway accidents involving death or injury more than doubled, to 183,581 from 76,068. Yet similar

....2



Ministry of State
Urban Affairs
Canada

Ministère d'État
Affaires urbaines
Canada

for further
information
telephone
613-993-9583

pour plus
d'informations
téléphoner à
613-993-9583

accidents at level crossing dropped to 563 from 687.

The Railway Transport Committee of the Canadian Transport Commission had recommended expansions to the Fund to bring its grant provisions more in line with increased costs being experienced in the construction of modern overpasses, subways and route diversions designed to eliminate hazardous crossings and severe traffic bottlenecks.

Current maximum amounts had proven inadequate in many cases.

There were also occasions when an overpass or subway was proposed for an area of heavy traffic where a number of hazardous level crossings existed. In such situations a railway relocation was often the most desirable and economical solution in the long run but the Act did not provide for federal support for relocation.

Honourable
Ron Basford
Minister of State
for Urban Affairs

L'honorable
Ron Basford
ministre d'État
chargé des Affaires urbaines

VANCOUVER TO HOST U.N. CONFERENCE ON HUMAN SETTLEMENTS

Vancouver, October 23 - The federal government has named Vancouver as its choice for the site of a proposed 1975 United Nations Conference on Human Settlements, Urban Affairs Minister Ron Basford announced today.

The conference of world governments will last two weeks and is expected to be of similar size and interest to the UN conference on the Human Environment at Stockholm earlier this year. The Stockholm Conference was attended by some 5,000 delegates and journalists from around the world.

Mr. Basford said that the purpose of the Human Settlements Conference was to focus world attention on the range of ~~problems caused~~ by the increasing tendency of people to concentrate in urban areas---and the environmental consequences.

"The conference will provide the nations of the world with an opportunity to examine their national and international plans and obligations, particularly in such areas as development aid and population policies and their relation to urban policy and the natural environment," said Mr. Basford.

. . . .2



The conference is anticipated to be conducted in three parts:

1. discussions between governments, to examine the potential for cooperative and coordinated action in policy-making.
2. demonstration projects around the world, including Canada, showing how participants are dealing with city-related problems of transportation, poverty, housing and other issues; in Vancouver, during the Conference, there would be displays of models, films and other representations of these projects.
3. exhibits and demonstrations by private industry, to illustrate how the private sector can respond to world-wide urban problems.

Mr. Basford said that perhaps the most important result of the conference would be the increased attention world governments would pay to urban matters prior to the conference. "Industry and governments will be taking a much closer look at what they are doing and what they can do in such areas as housing, transportation and energy needs, and the crowding aspects of expanding urban population," he said.

Mr. Basford indicated that the federal government would probably sponsor demonstration projects, showing how particular areas could be planned and developed to accommodate the pressures of city living without destroying the natural environment.

Mr. Basford said that Vancouver was selected by the federal government because it offered unique geographic and planning advantages. He said that both Premier David Barrett of British Columbia and Mayor Tom Campbell of Vancouver had been contacted and had voiced their willingness to cooperate in holding the conference.

Canada proposed the 1975 Human Settlements Conference/ Demonstration at the Stockholm meetings, and offered to be the host. The Stockholm Conference approved, subject to ratification by the U.N. General Assembly. Canada this week will present its offer to the U.N. in New York to hold the conference in Vancouver, September 2-10, 1975.

News Release

Communiqué

Honourable
Ron Basford
Minister of State
for Urban Affairs

L'honorable
Ron Basford
ministre d'État
chargé des Affaires urbaines

For Release Immediately

NEW BILL TO AMEND NATIONAL HOUSING ACT INTRODUCED BY URBAN AFFAIRS MINISTER

OTTAWA, January 30 - Designed to bring good housing within the reach of more Canadians and to encourage and assist the improvement and preservation of existing neighbourhoods as well as the creation of entirely new communities, wide-ranging legislative proposals were introduced in the House of Commons today by Urban Affairs Minister Ron Basford in a bill to amend the National Housing Act.

The proposed amendments offer new federal government aid to individuals, co-operative organizations, non-profit corporations, provinces and their municipalities for improving housing and living conditions.

A half dozen of the major proposals were included in Bill C-213 which was given first reading in June of last year and then lapsed when Parliament was dissolved for the 1972 general election. But a new communities program, a special section of the NHA for co-operatives, federal loans for the purchase of existing houses on Indian reserves, and the use of the Mortgage Insurance Fund to protect NHA home purchasers against builder bankruptcy or insolvency, are new.

...2



Central Mortgage
and Housing Corporation

Société centrale
d'hypothèques et de logement

for further
information
telephone
613-746-4611
local 206

pour plus
d'informations
téléphoner à
613-746-4611
poste 206

"I should like to acknowledge publicly at this time the important contributions that were made by many organizations and by private citizens in the development of the proposed amendments as they are now recorded in the new bill," Mr. Basford said. "I also wish to make known my appreciation of the advice and views of the provinces, and through them the municipalities, which are reflected in many of the changes in the proposals that were put forward last year. In particular, the extensive consultation held over past months with provincial ministers and officials has been extremely beneficial in enabling us to bring together legislative proposals that can meet the varying needs and requirements of the different regions throughout Canada."

The Land Assembly Program and the New Communities Program, backed by a federal commitment to make at least \$100 million a year available for the next five years for the public assembly of land, are aimed at reducing land prices and contributing to the availability of housing over and above NHA programs for financing the construction of new dwellings.

The goal of access to adequate housing is supported in the Assisted Home-Ownership Program, which is directed at low and moderate income families, in existing provisions for public housing, and in the new proposals for co-operative housing and non-profit housing corporations, the latter being particularly suitable to the needs of the elderly and other disadvantaged groups.

The Residential Rehabilitation Program and the Neighbourhood Improvement Program are addressed to the quality of existing housing and the quality of neighbourhood and community environments. In this area the Developmental Program will also play an important part in providing for experimentation in improving the quality of housing while the New Communities Program will offer opportunities for achieving entirely new levels of quality in community environments. Here all the design and technology forces can be brought into play to ensure high quality community development.

Major changes in the new bill with respect to programs proposed last year include the deletion of matching provincial grants for assisted home-ownership, non-profit corporations and residential rehabilitation. In addition, under assisted home-ownership the requirement for recapture of the grant in the event of sale of a house has been deleted and the grant arrangement has been extended for home owners who obtain provincial loans that are on terms similar to federal loans.

For neighbourhood improvement a loan up to \$10,000 for the improvement of commercial properties was added and details of agreements covering the program were simplified.

Mr. Basford pointed out that with the exception of the land assembly and sewage treatment programs, allocations of funds for individual programs have not been made. Allocations to provinces by program will be established in consultation with the provinces. In general, the new and existing programs of NHA will be funded through a Central Mortgage and Housing Corporation capital budget of at least \$1 billion annually.

Honourable
Ron Basford
Minister of State
for Urban Affairs

L'honorable
Ron Basford
ministre d'État
chargé des Affaires urbaines

For Release Immediately

BASFORD URGES ACTION ON NEW HOUSING AIDS AS NHA AMENDMENTS GIVEN ROYAL ASSENT

OTTAWA, June 28 - Honourable Ron Basford, Minister of State for Urban Affairs said today that he hopes to see an immediate surge in the demand for federal funds for housing people of low and moderate income.

Commenting on the Act to amend the National Housing Act that he piloted through the House of Commons and which received Royal Assent late today, Mr. Basford said: "I know quite a number of non-profit organizations, cooperatives and citizens' groups have put together very thorough plans for housing projects and have been waiting for some time now for passage of this Bill. I urge these groups and any others which are considering putting together housing projects under these new NHA programs to come forward now to Central Mortgage and Housing Corporation."

"I should add that this applies as well to the provinces. Last January I announced that the federal government would make available to the provinces \$100,000,000 per year for the next five years for land assembly and land banking. It disturbs me to have to report that so far, almost none of this money has been taken up by the provinces."

...2



The 10 major changes included in the amendments introduce new programs of financial assistance for: low and moderate-income groups to purchase their own homes, non-profit housing organizations, housing sponsored under cooperative arrangements, improvement of run-down neighborhoods, rehabilitation of homes in neighborhood improvement areas, assembly and servicing of residential land, building new communities, development of new materials and forms of housing, housing for Indians on reserves, and protection for NHA home purchasers.

Mr. Basford said: "These new programs, which became law today, have gone through intensive consultations with the provinces and I hope the provinces and municipalities will gear up quickly to put them to work."

INDEX TO NATIONAL HOUSING ACT AMENDMENTS

ROYAL ASSENT JUNE 28, 1973

<u>PROGRAM</u>	<u>PAGE</u>	<u>SECTION</u>
Assisted Home-ownership Program	16	12. - 34.15
	17	- 34.16
		- 34.17
Non-profit Housing Assistance	3	7. - 15.1
	24	18.1- 44.
Cooperative Housing Assistance	1	1.
		2.
	12	12. - 34.1
	17	- 34.18
	19	- 34.19
Neighborhood Improvement Program	5	10. - 27.1
	7	- 27.2
	10	- 27.5
	11	- 27.6
Site Clearance	8	- 27.3
	9	- 27.4
Residential Rehabilitation	12	12. - 34.1
Assistance Program	14	- 34.11
		- 34.12
	15	- 34.13
		- 34.14
Housing for Indians on Reserves	29	21. - 59.
New Communities Program	21	15. - 39.
	24	19. - 45.1
		- 45.2
		- 45.3
Land Assembly Assistance	22	16.
		17. - 42.
Developmental Program	19	13.
		14. - 37.1
Purchaser Protection	2	3.
		4. - 8.1
	3	5.
		6. - 12.

News Release

Communiqué

Honourable
Ron Basford
Minister of State
for Urban Affairs

L'honorable
Ron Basford
ministre d'État
chargé des Affaires urbaines

H. EDWARD MISKIMAN APPOINTED TO FEDERAL HARBOURFRONT POST

OTTAWA, April 11, 1974 -- H. Edward Miskiman, C.D., Vice-Chairman of the Board of The Quaker Oats Company of Canada Limited, Peterborough, Ontario, will join the Ministry of State for Urban Affairs for two years under the federal government's "Interchange Canada" program.

Mr. Miskiman will act as chief executive officer of the Toronto Harbourfront project, leading the federal team whose job it is to determine disposition and use of the 86-acre site being developed on the city's waterfront.

Announcement of the assignment was made jointly today by Hon. Ron Basford, Minister of State for Urban Affairs, and Mr. F.J. Morgan, President of The Quaker Oats Company of Canada Limited.

. . . /2

Administered by the Public Service Commission of Canada, the "Interchange Canada" program was established by Treasury Board in 1971 to develop more effective communications and understanding between government and business through the interchange of executives. Businessmen serve in public service jobs, and public servants work in the business world for negotiated periods of time.

A native of Vancouver, Mr. Miskiman has served with The Quaker Oats Company of Canada Limited in numerous positions since 1946. Before being appointed vice-chairman of the board of the company, he was its president from 1969 to 1972.

Mr. Miskiman served overseas with the Royal Canadian Air Force from 1941 to 1946, and was a Lt.-Col in the Canadian Forces Reserve until recently.

He received his early education in Vancouver, and has completed the Advanced Management Program at the Harvard Graduate School of Business.

He is married and the father of two sons.

Mr. Miskiman begins his assignment with the Ministry of State for Urban Affairs April 16.

Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

33 Canadian Municipalities Interested in Railway Relocation

SUDBURY, October 24, 1974 -- Thirty-three Canadian municipalities have expressed a continuing interest beyond casual queries in railway relocation since the Railway Relocation and Crossing Act became law on June 1, Urban Affairs Minister Barney Danson disclosed tonight. Eighteen are in Ontario, he added.

The Minister is in Sudbury for a meeting of the federal-provincial-municipal liaison committee. Chief agenda item is a discussion of the federal Railway Relocation and Crossing Act, which became law June 1, and how it will mesh with provincial priorities for regional growth and development.

"The Railway Relocation Act can only be implemented successfully if we respect provincial priorities and have a clear picture of Ontario's regional planning and growth strategies," Mr. Danson said. "Urban redevelopment made possible by the Act should be carried out with those priorities clearly understood."

. . ./2

Results of the discussions tomorrow will speed implementation of the provisions of the Act in Ontario.

Mr. Danson said that a team of Ministry officials has been meeting with the provinces to explain the railway relocation measure and work out implementation procedures with each. Provisions of the Act have also been discussed with interested municipalities.

Such meetings were a prelude to the tri-level meeting being held in Sudbury.

The 18 Ontario municipalities with an expressed interest in railway relocation are Sault Ste-Marie, Thunder Bay, Sudbury, St. Thomas, North Bay, Niagara Falls, London, Iroquois Falls, Victoria Harbour, Windsor, Toronto, Newmarket, Kitchener, Brantford, Belleville, Pembroke, Moore Township and Nipigon Township.

Honourable
Barney Danson
Minister of State
for Urban Affairs

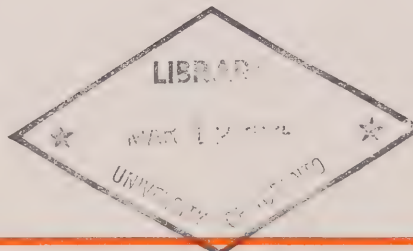
L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

DR. C. IAN JACKSON TO HEAD CANADIAN
HABITAT PARTICIPATION SECRETARIAT

OTTAWA, March 5, 1975 -- Honourable Barney Danson, Minister of State for Urban Affairs, announced today the appointment of Dr. C. Ian Jackson, 40, as acting Executive Director of the Canadian Participation Secretariat for Habitat: United Nations Conference on Human Settlements.

The UN conference, which will be held in Vancouver in June 1976, will bring together experts from 135 countries to give immediate attention to the world-wide problems of human settlements, problems such as the explosive growth of cities, ever-increasing traffic congestion, rural decay, and the effect of mass migration on families and cultures.

At the time of his appointment, Dr. Jackson was special adviser to the Secretary of MSUA. He joined the Ministry in 1971 as Director of Planning and Evaluation, and subsequently director of Priorities and Planning.



. . . /2



Dr. Jackson was previously with Environment Canada, where he was involved in the preparations for the United Nations Conference on the Human Environment, held in Stockholm, Sweden, in 1972. A native of England, he lectured in geography at the London School of Economics from 1959 to 1969. He wrote his Ph.D. thesis in geography at McGill University in Montreal.

Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

URBAN AFFAIRS MINISTER LEAVES
FOR TOUR OF EUROPEAN CITIES

OTTAWA, April 1, 1975 -- Urban Affairs Minister Barney Danson will sign a bilateral agreement in London, England, April 11 for cooperation and consultation on the urban environment. The agreement, to be signed by Mr. Danson and Anthony Crosland, Minister of the Environment for the United Kingdom, will last for a period of three years.

This will be a major event during the Minister's ten-day tour of major cities and new towns in Europe and the United Kingdom. He leaves Ottawa April 3 for Paris, Amsterdam, The Hague, Stockholm and London, where he will discuss such issues as new towns, rapid transit, urban growth management, and Habitat: United Nations Conference on Human Settlements, to be held in Vancouver in 1976.

"This is the first time we are officially meeting with our European counterparts to compare the experience Canada has gained from a relatively short, but dynamic urban history with

. . . /2

Canada



Ministry of State
Urban Affairs Canada

Ministère d'État
Affaires urbaines Canada

Central Mortgage
and Housing
Corporation

(613) 746-4611/local 206

Société centrale
d'hypothèques
et de logement

National
Capital
Commission
(613) 992-4231

Commission
de la Capitale
Nationale

(613) 995-9746

the longer history that has shaped European cities. We hope this first meeting will result in a continuing exchange of urban information," Mr. Danson said.

In Paris, the Minister will discuss with Robert Galley, Ministre de l'Equipement (Public Works), a possible agreement for cooperation and regular exchanges on urban problems and experience between Canada and France -- similar to the one to be signed in London.

In The Netherlands, Mr. Danson will visit the capital of The Hague and the City of Amsterdam, which is celebrating its 700th anniversary this year. Amsterdam is the international twin city of Toronto, which includes the Minister's constituency.

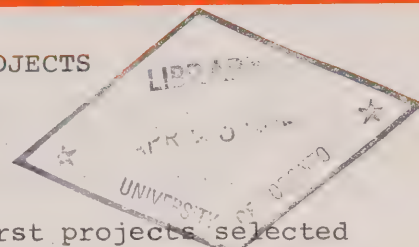
In Sweden -- a country with climatic conditions similar to Canada's -- Mr. Danson will visit Stockholm and adjoining satellite towns. Rapid transit will also be of interest, as 70 per cent of the city's population uses public transportation.

Mr. Danson will be accompanied by J.W. MacNeill, Secretary of the Ministry of State for Urban Affairs; William Teron, President of Central Mortgage and Housing Corporation; and Edgar Gallant, Chairman of the National Capital Commission.

Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

FIRST URBAN DEMONSTRATION PROJECTS
RECEIVE FEDERAL APPROVAL



VANCOUVER, April 15, 1975 -- The first projects selected under the \$100 million Canadian Urban Demonstration Program (CUDP) were announced here today by Urban Affairs Minister Barney Danson.

A total of \$1.9 million has been requested from the federal government for these 14 projects. CUDP funding, arranged by the Ministry of State for Urban Affairs, begins this month. Final decisions on the amount of financial support will be made later in some cases. The Ministry of Transport and the Department of the Environment have agreed to furnish funding for some of the projects.

The five-year CUDP, launched in mid-1974, supports individuals, groups and governments in their demonstration of effective ways of dealing with social, political, environmental and economic issues affecting the future of urban areas. Native communities, housing, urban transportation, new communities,

. . . /2

Canada



Ministry of State
Urban Affairs Canada

Ministère d'État
Affaires urbaines Canada

improved urban environment, and water resources are examples of these issues.

The projects selected represent all parts of the country, from Prince Edward Island to British Columbia. There is one project each from P.E.I. and Nova Scotia, two from Quebec, three from Ontario, two from Manitoba, one each from Saskatchewan and Alberta, and three from B.C.

These innovative urban demonstration projects highlight some of the best ideas Canadians have for improving their communities. Some projects have already been implemented and have requested only to be highlighted under the CUDP while others are yet to be developed. Most will have had substantial operating experience by May, 1976, when representatives of 140 countries will be arriving in Vancouver for Habitat: United Nations Conference on Human Settlements.

Habitat will provide a forum for an exchange of experience on national approaches to settlements problems, supported by demonstration projects from many countries. Some of the Canadian projects will be visited by touring Conference delegates before and after Habitat.

Over 150 proposals have been submitted already to the CUDP. Mr. Danson will be making regular announcements of approved projects, with the next expected in a few weeks.

BACKGROUND ON SELECTED URBAN DEMONSTRATION PROJECTS

. AN ARK FOR PRINCE EDWARD ISLAND, proposed by the Government of P.E.I. and the New Alchemy Institute of P.E.I. This unique system is designed to illustrate the principles by which the food, shelter, and power needs of urban and rural families can be provided in a single structure. The Ark includes a fish-culture pond, greenhouse, laboratory and living space. Designed to be self-sufficient in energy, it relies on solar heating and a windmill system for heat and power. A sum of \$354,000 for long term development and evaluation is requested from the federal government. The federal Department of the Environment is expected to assist with the funding of the project.

. LAND REGISTRATION AND INFORMATION SERVICE (LRIS), proposed by the Council of Maritime Premiers. The LRIS is a ten-year program, begun in April, 1973 to totally revamp and integrate land survey data in the three Maritime Provinces. Not only will the program eventually provide a computer-stored data bank on all land in the provinces, but it will also change the system of land title registration to take full advantage of computer technology for storing, retrieving, and processing land registry data. Funding for the first five years of LRIS development is expected to be about \$22 million, with 75% provided by the federal Department of Regional Economic Expansion (DREE) and the balance by the Council of Maritime Premiers. It is proposed that funds requested from the CUDP be used to support the nationwide dissemination of information on this unique program, stressing not only the technical methods used but also the process of intergovernmental co-operation and the efforts needed to overcome a host of institutional obstacles.

. APPROPRIATE ENERGY AND BUILDING SYSTEMS FOR HOUSING QUEBEC INDIAN COMMUNITIES, proposed by Professor Brian McCloskey, School of Architecture, McGill University, and Tom Lawand, Director of Field Operations at the Brace Research Institute, MacDonald College, Montreal. This demonstration project is intended to improve housing conditions for Quebec Indian communities by: building four prototype houses -- designed in consultation with the Indian communities;

promoting awareness of prospects for local control of housing; promoting the use of local building materials; emphasizing the impact of man-made structures on the natural environment; training Indian construction workers; and establishing a housing program at Manitou Community College -- a Native-run vocational school in La Macaza, Quebec. Three prototype houses will be built at this school, using local raw materials such as logs and moss, which are traditionally used for isolated bush camp dwellings. A fourth will be built at Mistassini for use by an Indian family. The amount requested from the CUDP for the project is \$79,000. The project is already supported in part by grants from the Donner Canadian Foundation and the federal Department of Indian Affairs.

. MIRABEL AREA PLANNING, a proposal from the Province of Quebec, demonstrates how this new international airport near Montreal was planned to fit physically, administratively and economically with the environment. This unique project has world-wide significance because the process used can be applied to any large facility near an urban area. Large amounts of land were acquired by the federal government. The whole area was reorganized into one new municipality and the surrounding area was immediately and comprehensively replanned with the active participation of grassroots organizations and the various levels of government.

. PROVIDENT HOUSE is a proposal by Toronto architect John R. Hix and Professor F.C. Hooper of the University of Toronto to build a solar-heated, single-family house that will demonstrate the feasibility of year-round 100-per cent solar space heating. Heat not needed immediately will be stored in an insulated water reservoir filling the basement, and electricity will be provided by a windmill. The sum of \$90,000 is requested from the federal government. The Province of Ontario will provide additional technical and financial support. On the federal side, scientific monitoring will be the responsibility of the National Research Council.

. SOLAR HOUSE is another solar-heating proposal, from Toronto architects Douglas H. Lee and Doug Lorrman, and Professor Blair

T. Fergusson of Ryerson Polytechnical Institute. This year-round, solar-heated house, also to be built in the Toronto area by the late spring of 1975, will feature a solar collector and heat storage system as the primary source of energy for winter heating. The three-bedroom house will accommodate all the functions of an average Canadian family's life-style. A sum of \$56,000 is requested.

. A SOLAR HEATING SYTEM FOR THE PRESENT, proposed by Gregory Allen, a builder, designer and engineer from Stella, Ontario. This solar house, located near Gananoque, is designed to conserve heat. Half the heat load is supplied by sunlight via a roof-mounted solar collector, and the rest is extracted from the fire-place flue gas. The house is built on and around a large rock, which provides storage for heat transmitted directly through the glazed south wall. A sum of \$10,600 is requested for the solar apparatus for this demonstration house.

. LEAF RAPIDS, Manitoba, is a new town created by the provincial government between 1971 and 1974 for workers at the new Ruttan Lake copper-zinc mine east of the townsite on the Churchill River. Plans call for 3,500 persons in the town, although 15,000 could eventually live there. The town is unique among northern communities because it was developed by a Crown corporation set up for this purpose. A socially- and economically-integrated community has been developed in this rich mineral area. Leaf Rapids, 600 miles north of Winnipeg, was initiated by the province and Sherritt Gordon Mines.

. THE STAY OPTION, also a project of the Manitoba Government, is a long-term policy which addresses the problem of forced migration of persons from rural areas of the province to larger centers as a result of inadequate economic opportunity and social services. The demonstration project will focus on a long-term evaluation of the effectiveness of this policy.

. THE CONSTANT MODULE, proposed by Trebron Holdings Ltd., Montreal and Regina. This is a proposal for a uniquely designed bulk cargo container that can be used to store and transport wheat, potash, and other commodities or to serve as a shell for modular

housing. This demonstration project is an excellent example of a multi-purpose facility. As a housing shell, the reinforced frame could be the basis for both inexpensive and high-quality housing. The proposal is to build several modules to illustrate the containerization and housing functions. Federal support of \$145,000 is requested.

. THE BLOOD TRIBE 1964-1974 -- A PROJECT FOR INNOVATION AND CHANGE, proposed by Head Chief Jim Shot-Both-Sides, Blood Tribal Council, Alberta. This is a proposal to evaluate a 10-year program that was designed to revitalize the Blood Indian Reserve socially, culturally, economically and politically. A small evaluation team will review films of the community, interview members of the tribe living on and outside the reserve, and identify key activities and events resulting from the program. The evaluation will help plan the future development of the reserve and serve as a model for other communities facing problems similar to those of this tribe before 1964. A budget of \$45,300 is requested.

. TURN DOWN TRAFFIC VOLUME, proposed by the City of Vancouver, is a project to increase the capacity of the city's downtown transportation facilities by 40 per cent through computer-matched car pools, publicity aimed at car drivers, and flexible working hours to reduce peak demands. A sum of \$500,000 is requested from the federal government for project development and evaluation. The City of Vancouver will contribute another \$290,000. Half of the federal share is expected to come from the Ministry of Transport, whose Transportation Development Agency will monitor the project for the federal government.

. PACKAGE RESERVOIR SYSTEMS is a proposal by Columbia Covers and Liners Ltd. of Vancouver to develop a low-cost alternative to standard reinforced concrete reservoirs. A package has been designed using rubber fabric covers and liners for shallow reservoir excavations. Advantages of this package reservoir are its low cost, ease and speed of assembly, the stability of the materials under extreme weather conditions, its portability, and its adaptability for growing community needs. The proposed site for the

installation of this 500,000 Imperial gallon, package reservoir system is the town of Golden, B.C. It is estimated to cost \$60,000, of which \$20,000 will be paid by the municipality.

. THE LIVABLE REGION PROGRAM demonstrates a process, developed and implemented over a four-year period by the Greater Vancouver Regional District, to identify the concerns and objectives of the regional community and to produce policies for the management of future growth of the region, consistent with these concerns. The demonstration project will include an evaluation of the Program that is now under way.

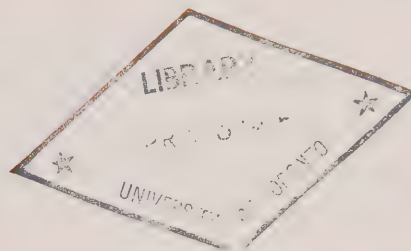
News Release

Communiqué

Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

Communication
Publication



Vancouver, April 15, 1975

Canadian Urban Demonstration Program

Approved Project

Provident House in

King City, Ontario

Canada



Ministry of State
Urban Affairs Canada

Ministère d'État
Affaires urbaines Canada

(613) 995-9746

PROVIDENT HOUSE

A new house that is heated entirely by solar energy and contains a hot water tank the size of three large swimming pools will be built in the next four months in King City, a housing estate north of Toronto.

Provident House, a \$184,000 project approved under the Canadian Urban Demonstration Program (CUDP), is one of 14 CUDP projects announced today in Vancouver by federal Urban Affairs Minister Barney Danson. This proposal requests \$90,000 from the federal government. Additional financial support is to be provided by the Province of Ontario.

Project directors, Dr. Frank C. Hooper, University of Toronto's Department of Mechanical Engineering, and Toronto architect John Hix, have designed a \$44,000 system to provide all the heat for the house, which will have almost 1,300 square feet of living space.

The main components of the heating system are flat, double-glazed aluminum plates to cover a 750-square-foot area of the steeply sloping roof; circulating water to deliver the heat, collected by the plates; a 60,000-gallon heat storage tank full of water and surrounded by 425 cubic feet of thermal insulation; and a heat-exchange unit to take heat from the water and transfer it to the air that will be blown throughout the building.

A small, wind-powered turbine will provide the electricity to run the water pumps and the fan that forces the hot air through the house.

The immediate objective of Provident House is to determine whether solar energy can provide all the heat required throughout the year by a standard-size, single-family house, and, if so, whether the system is economically practical.

Some housing officials suggest that such a system could be practical if mass produced in quantities of 100 to 200 units, and used in villages or sub-divisions of more than 100 homes by having common water supplies, waste disposal systems and wind-powered electric generators.

The Hooper-Hix system takes advantage of the long hours of summer sunshine in the Toronto area. Although this area receives only 80 hours of bright sunlight in January, it enjoys more than 300 hours of sunlight in July. This system stores enough of the summer solar heat to have 60,000 gallons of the water reach 71 degrees C. by the beginning of autumn. During winter, enough heat will be extracted to lower the tank temperature to 38 degrees C. by the end of March; this temperature is still high enough to provide the house with adequate heat.

The claim of the project directors that this system will work well in the Toronto area -- even with two-week cloudy spells in winter -- could also hold true in colder parts of Canada if solar-collector size, inclination and tank size were increased.

A computer program has been designed to help extrapolate the data collected by this housing experiment for settlements in all parts of the country.

News Release

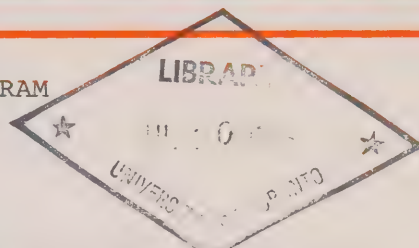
Communiqué

Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

CANADIAN URBAN DEMONSTRATION PROGRAM

SUSPENDED INDEFINITELY



OTTAWA, July 3, 1975 -- As part of the government's effort to restrain spending, further action under the Canadian Urban Demonstration Program is suspended indefinitely, with a savings of close to one hundred million dollars, over five years, Honourable Barney Danson, Minister of State for Urban Affairs, announced today.

Mr. Danson said in a statement that the 14 urban demonstration proposals already announced by him will go forward as planned.

Nearly 200 other proposals, at various stages of examination, will not be proceeded with and will be returned to the sponsors.

"I deeply regret the necessity of returning these proposals in the preparation of which so much effort was expended" Mr. Danson said. "The imagination and, in many cases, expense that went into the proposals need not be totally wasted. Other sources may well be found by the sponsors to implement them. It would, however, be unrealistic to build expectations of federal acceptance in view of the government's determination to roll back spending. It has been a difficult decision, but on the basis of priorities and the saving of close to \$100,000,000, I regretfully suspend this program for the foreseeable future."

In doing so, Mr. Danson expressed special appreciation to Dr. Kenneth Hare and members of the CUDP Advisory Committee for the expert and dedicated service they have provided.

-30-

1975.07.03-94E



Ministry of State Ministère d'État
Urban Affairs Canada Affaires urbaines Canada

(613) 995-9746

NEW TELEPHONE NUMBER: (613) 996-5457

Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

OTTAWA CONTRIBUTES \$340,000 TO THE
COMMUNITY PLANNING ASSOCIATION OF CANADA

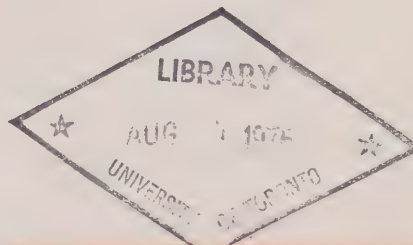
OTTAWA, July 18, 1975 -- The Honourable Barney Danson announced today that the Ministry of State for Urban Affairs will contribute \$340,000 to help support national and regional programs of the Community Planning Association of Canada during 1975-76.

CPAC is a national, non-governmental organization that works to encourage public participation in urban and regional planning issues. The organization obtains the rest of its financial support from Central Mortgage and Housing Corporation, provincial and municipal contributions, memberships, and other sources.

In the months to come, CPAC will contribute significantly to the national preparatory process leading to HABITAT: United Nations Conference on Human Settlements to be held in Vancouver in June 1976.

-30-

1975.07.18 - 95E



Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

Gouvernement
Publications

CAPITAL ASSISTANCE PROGRAM FOR URBAN TRANSPORTATION ANNOUNCED

OTTAWA: July 30, 1975 - The Federal Government will provide \$100 million for an urban transportation capital assistance program to help the provinces and municipalities manage urban growth and combat traffic and related problems.

Urban Affairs Minister Barney Danson and Transport Minister Jean Marchand announced today that the funds will be available over five years beginning April 1, 1977 for the acquisition of commuter rail vehicles, stations and platforms, and required traffic control facilities. The program does not apply to vehicles currently on order or to facilities already in place.

Where rail is not the best mode for commuter



NEW TELEPHONE NO.: (613) 996-5457

services, alternatives including facilities such as express buses on reserved lanes, will be considered for funding assistance.

Because of the lead time required for planning, the five year payment period will begin April 1, 1977, and extend to March 31, 1982.

The capital assistance program reflects the importance the government attaches to solving urban problems. Many of these problems are related to automobile use -- including urban sprawl, traffic congestion, automobile accidents, wasteful use of energy, and pollution.

The program which will be managed by the Ministry of Transport will give preference to Canadian manufactured vehicles provided they are available on a timely, quality and competitive basis.

The program will also emphasize support for new or developmental commuter systems.

Studies have shown that energy consumption per capita for transportation stabilizes or declines as the use of public transportation increases. For every dollar Canadians spend in urban areas on private cars, they spend less than five cents on public transportation.

The measures now announced are intended to encourage planned management of urban growth and greater use of the alternative to the automobile, namely, public transportation services. Both these matters are key aspects of the government's urban priority.

To qualify for assistance, the province and the municipality concerned and the federal government must agree upon an overall strategy for metropolitan growth management within the urban region. Agreement must be reached on the role commuter services will play, the efficient utilization of their special characteristics and their integration with the surrounding transportation system. The province or municipality must also agree to cover any past or future operating deficits of the system.

The federal contribution will be up to 75 per cent as a grant and 25 per cent as a loan toward the capital cost of systems at an early stage of development. For other systems, federal assistance will be between 25 per cent and 75 per cent on a grant basis, depending on the maturity of the system and up to 25 per cent on a loan basis.

Loans will be made to provincial governments or to the municipalities or transit authorities if guaranteed by the provincial governments concerned.

Federal grants will be available for up to half the cost of directly associated commuter rail platforms, stations and feeder systems, or traffic control facilities.

The assistance program is expected to have the greatest impact on major metropolitan areas where the degree of urgency about urban problems is highest.

The Ministers also noted that capital assistance for municipal urban transit services, as distinct from commuter services, remains under consideration and will be the subject of further examination by the federal ministries of Urban Affairs, Transport, Finance and Industry, Trade and Commerce.



VISIT OF URBAN MISSION FROM FRANCE

OTTAWA, September 29, 1975

A six-member mission on urbanism from France begins discussions in Montreal Monday as the first stage of a visit to Canada.

The mission, which arrived in Montreal Friday and visited the 1976 Olympic site Sunday as guests of City of Montreal, will discuss a variety of urban topics in Toronto, Quebec City, Fredericton and Ottawa.

Chief of the mission is Pierre Randet of the Ministère de l'équipement, the department of the French government with powers similar to those of the Department of Regional Economic Expansion and Public Works, the Ministry of State for Urban Affairs and Central Mortgage and Housing Corporation in Canada.

He is accompanied by Serge Bernier, Roger Lecourt and E. Simon of the Ministère de l'équipement; Yves Boucly of the Ministry of the Interior and Philippe Rousselle of la Société centrale pour l'équipement du territoire.

.../2

They will discuss Canadian urban policies and strategies in Montreal Monday with André Saumier, Assistant Secretary, Coordination and Development of MSUA; H.L. Laframboise, Assistant Secretary, Policy and Research, MSUA; and Alain Nantel, CMHC vice-president.

On Tuesday, the mission will meet Aimé Desautels, director of planning for the Montreal Urban Community, concerning the community's role, strategies, policies and projects; and Jean Villemur, Montreal urban adviser, to discuss planning problems in Montreal.

In Toronto Wednesday and Thursday, the mission will have talks with Ontario government and Toronto City and metro officials. The mission moves then to Quebec City where provincial government officials will brief members Friday on the province's urban and regional strategies.

Discussions on New Brunswick regional development are planned for October 6 in Fredericton with senior provincial government officials.

The mission will meet October 7 in Ottawa with National Capital Commission chairman Edgar Gallant and with CMHC officers to discuss housing, urban renewal and urban development.

Regional development policy comes under discussion October 8 with officials of the Department of Regional Economic Expansion and Canadian urban development policies will be covered in discussions with MSUA officials.



RED DEER

RAILWAY RELOCATION AGREEMENT

EDMONTON, September 30, 1975 -- Federal/provincial agreement on the first railway relocation study project in Alberta under the Canada Railway Relocation and Crossing Act was announced here today by Dr. Hugh M. Horner, Alberta Deputy Premier and Minister of Transportation, and federal Urban Affairs Minister Barney Danson, speaking for himself and Transport Minister Otto Lang.

The Red Deer Railway Relocation Study, consisting of urban development and transportation plans, a preliminary step toward an estimated \$4 million railway relocation scheme for that City, will investigate the feasibility of relocating the main Edmonton/Calgary CP Rail line to the west of the City, removing the downtown CP Rail yards and establishing new yards on the relocated main line.

Dr. Horner noted that the Red Deer project is the first of several railway relocation studies to be undertaken in Alberta. Programs involving Lethbridge, Edmonton and Grande Prairie are under active study and approvals are expected soon.

The Red Deer Railway Relocation Study will be jointly funded by the federal government, the Province of Alberta and the City of Red Deer. The total cost of the study is estimated at \$160,000 with the federal Ministry of State for Urban Affairs

. . . /2

New telephone number: (613) 996-5457

paying up to \$50,000 for the preparation of the urban development plan and the federal Ministry of Transport contributing up to \$30,000 toward the transportation plan. The Province will pay 25 percent of the total study cost with the City of Red Deer responsible for the remainder.

Relocation of the downtown CP yards in Red Deer would free land for a major commercial shopping centre in line with the City's desire to strengthen the role of the central business district rather than to opt for development of suburban shopping centres.

Another effect of railway relocation would be to spur renewal and upgrading of downtown blocks adjacent to the redeveloped area. Construction could become possible for a new arterial access to downtown from the north across the Red Deer River relieving traffic congestion on the two existing bridges.

Mainline level crossings would be eliminated by rail relocation except where tracks were left as spur lines to service local industries. Changes to the existing mainline would unite some residential districts and improve their access and traffic movement.

The suggested railway relocation could enable the development of rail-served industrial parks adjacent to the City to meet the burgeoning needs of the area.

A tri-level committee of City, provincial and federal representatives will guide preparation of the urban development and transportation plan.

Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

EXPERTS TO EXAMINE PROPERTY

TAX IN CANADA

OTTAWA, January 15, 1976 -- Traditional views that property tax is regressive and hurts the people who can least afford it are being challenged by some researchers.

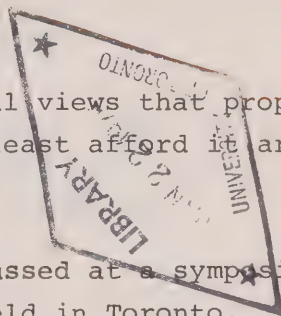
This question will be among many discussed at a symposium of experts on Property Taxation in Canada, to be held in Toronto, February 17.

Canadian local governments get about half their revenues from senior governments. However, property taxes represent approximately 90 percent of all taxes collected by local authorities.

The one-day meeting is sponsored by the Ministry of State for Urban Affairs to air a number of unresolved questions on an issue which affects most Canadian taxpayers.

About forty experts from universities, governments and other institutions, will exchange opinions on whether the property tax is a good tax, whether it is as regressive as many think it is, whether it should be reformed and what would be the consequences.

The major topics of the day - the incidence of the property tax and assessment reform - will be introduced by Mr. Douglas Sherbaniuk, of the Canadian Tax Foundation, chairman of the symposium.



Professor Richard Bird, of the University of Toronto, will discuss both traditional and more recent views on whether the property tax is regressive -- whether it falls heaviest on small homeowners.

Dr. Frank Clayton, a private tax consultant in Toronto, will outline the property tax assessment system in use in Canada. And, Dr. George Peterson of the Urban Institute, Washington, D.C., will discuss American experience with respect to property taxation.

Dr. Mason Gaffney, of the British Columbia Institute for Economic Policy Analysis, will examine the need for and possible ways to reform property taxation and their economic consequences.

Professor Tom Plunkett of Queen's University will discuss the implications of traditional and more recent views on property taxation for municipal fiscal reform.

Dr. Ronald Crowley, Acting Director-General of MSUA's Policy and Research Branch, will outline the highlights of the symposium and their implications for public policy development.

Honourable
Barney Danson
Minister of State
for Urban Affairs

L'honorable
Barney Danson
ministre d'État
chargé des Affaires urbaines

INTERNATIONAL WINNERS CHOSEN IN REGINA
URBAN DESIGN COMPETITION



-- An international jury has selected winners from Europe, Asia and North America in the first stage of the Regina International Urban Development Competition, Urban Affairs Minister Barney Danson announced today. Five award-winning schemes were chosen from 121 submissions by contestants from around the world.

The winners -- from Tokyo, Winnipeg, Montreal, Paris and Los Angeles -- will be awarded \$10,000 each and the chance to compete again in June to determine the best design scheme for re-use of 114 acres of land in the centre of Regina that may be freed by proposed relocation of railway lines and marshalling yards.



The six-man jury, which will make the final selection in four months, include three internationally known architects -- Alexander Kouzmanoff, New York; Fumihiko Maki, Tokyo; and Ray Affleck, Montreal; as well as three Canadians sympathetic to the realities and potential of the City -- Douglas Fullerton, economist, Ottawa; Clive Rodham, architect and member of the City Council, Regina; and Richard Rendek, lawyer, Regina.

The five winners will qualify to enter the second stage of the competition by amplifying and refining their schemes in graphics and models, together with an implementation strategy. In mid-April, these proposals will be displayed for public scrutiny.

The general public will be invited to cast ballots for their choices in order of preference, and these will be part of the jury's final selection. In effect, the citizens of Regina will constitute a seventh vote of the jury, a technique of involving the public never used before in an international urban development competition.

Three finalists from among those participating in the final round will receive awards totalling \$50,000 (Canadian), allocated at the jury's discretion.

Commenting on the competition, the jurors described it as an unique opportunity to come to grips with problems faced by cities all over the world, although few have the fortune to work with a large tract of vacant land right in the city core.

The jurors said they were impressed with the diversity of entries, ranging from profoundly futuristic ideas expressed in words and design, to complex graphic urban plans. The jurors favoured imaginative yet practical ideas that would revitalize the city core by allowing for a mix of housing, commercial development, open space and convenient transportation links. The most successful presentations were those that took into account the particular needs and characteristics of the City of Regina, and integrated the former railway land with the surrounding city.

The federal Ministry of State for Urban Affairs has contributed the \$100,000 prize money for the international competition.

The competition is part of the total railway relocation program that includes establishment of new rail facilities at another location, and the re-use of railway rights of way.

The City of Regina has a population of nearly 150,000 and is the trading centre for many thousands of farm families in southern Saskatchewan. Regina, the Capital City of the Province of Saskatchewan, covers 81 square kilometers.

The five award winners:

.Paul Maas and Michel Vinois, Montreal. Mr. Maas, a London, England, trained architect, has practised in U.S.A., and is now working in Canada.

.David Brindle, architect, and Chris Dawson, architect and planner, Los Angeles. Mr. Brindle has practised in England and now is practising in the U.S. Mr. Dawson worked in Taiwan before establishing practice in U.S.

.Tokyo firm of Polytechnic Consultants Inc., in association with Shimizu Construction Co. Project headed by Hidehiko Tanimura, whose professional qualifications include the degree of master of planning from Manitoba.

.Donald Epstein and Garry Hilderman, both of Winnipeg. Mr. Epstein, a planner, trained in Princeton and at the Royal Academy in Copenhagen. Mr. Hilderman is a trained landscape architect, who studied at the University of Michigan and did post graduate work in Berkeley, Calif.

.Michel and Claire Duplay, architects and urban planners, Paris, France.

A first honourable mention was given by the to Binky Hou and Brian Mirth, architects practising in Burnaby, B.C. Mr. Hou, born in China is a University of Manitoba graduate, as is Mr. Mirth. Mr. Mirth is a native Reginian, and has worked for three local firms in the past.

Others awarded honourable mention were:

-The Design Division team of Ohbayashi-Gumi Ltd. of Tokyo, Japan headed by IWA0 Funabashi, architect, with Minuro Yamasaki who produced the master plan for the Regina University campus.

-Robert Garrard, Aleksandra Milenov, Edward Pollitt and Patrick Frangella in association with Murry V. Jones and Associates, Ltd., Toronto and Edmonton.

-Barton Myers Architects, architects and planners, Toronto.

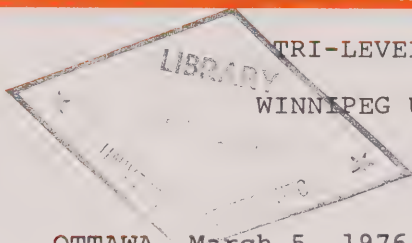
-Boyer, Beener, Gyorl, Judson, Mathews and Van Beckum of San Francisco, Calif., architects and planners.

-Sengupta, Gruber and Associastes, planners, urban designers and architects, Atlanta, Ga.

Special citations were given to the IBI Group, Toronto, under the guidance of Philip Beinhaker and Martin Liethheber; and to a submission from 12 Tokyo architects and planners.

-30-

197601 - 106E



TRI-LEVEL APPROACH TO
WINNIPEG URBAN STRATEGY

OTTAWA, March 5, 1976 -- The federal, provincial and city governments will share financially and technically in the review of the Winnipeg Development Plan, in the development of urban policies, and in the formulation of an urban development strategy for the Winnipeg area.

This joint announcement was made today by Winnipeg Mayor Stephen Juba, Manitoba Urban Affairs Minister Saul Miller, and federal Urban Affairs Minister Barney Danson.

Ottawa will contribute up to \$587,000 toward implementing the \$1,174,000 exercise. The provincial government and the City of Winnipeg will equally share the remaining half of the costs.

"The joint formulation of an urban development strategy for Winnipeg is an approach developed by the local Tri-Level Committee for more effective cooperation and coordination", the Mayor and Ministers said in a statement. This approach grew out of the recognition that projects and programs are frequently planned and implemented in isolation by various government departments and private developers.

The Winnipeg tri-level structure is made up of two components - a political committee consisting of Mayor Juba, the Manitoba Urban Affairs Minister Saul Miller and the federal Minister of State for Urban Affairs Barney Danson, as well as a committee of senior officials of all three levels of government who meet monthly to consider urban matters in Winnipeg.



A Technical Advisory Committee, chaired by the City and composed of officials of the three levels of government, will coordinate the formulation of this comprehensive strategy for the growth and development of Winnipeg.

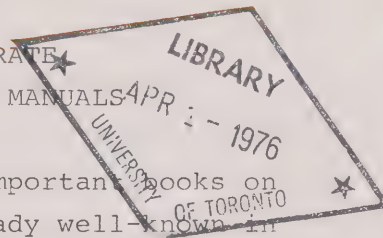
The joint development strategy will be used by each level of government as a set of general guidelines for action within their jurisdiction in order to achieve mutually agreed upon objectives. It may also form the basis of common policies for tackling urban problems and may lead to joint undertakings.

Components of the exercise include economic and demographic studies, housing and land use, growth alternatives, transportation studies, industrial and commercial analysis, parks and social services and development of a forecasting computer model which will result in a common data base to be used by all levels of government for policy evaluation and program development. Funding also includes provision for substantial citizen participation.

-00-

1976.03.05 - 110E

OTTAWA AND QUEBEC CO-OPERATE
TO PRODUCE ADMINISTRATIVE MANUALS



OTTAWA, March 11, 1976 - Four important books on municipal administration, which are already well-known in Canadian and American cities for their excellent technical content, will be translated into French and adapted to the Quebec context for municipal administrators.

These books are the principal works of the Green Book collection of the International City Management Association (ICMA).

The work, which will be carried out by a technical team of the Ecole Nationale d'Administration Publique (ENAP), has been made possible through the co-operation of the federal Ministry of State for Urban Affairs and the Quebec Municipal Affairs Department, which will share the \$280,000 cost of this undertaking.

For several years municipal administrators and their various agencies have been requesting the translation and adaptation of these books.



The volumes to be translated are entitled Managing the Modern City, Municipal Financial Administration, Developing the Municipal Organization and Principles and Practices of Urban Planning. The Green Book collection also includes seven other volumes and appendices examining various aspects of municipal management.

The Ministry of State for Urban Affairs will contribute \$95,000 under its Urban Management Training Program. The Quebec Department of Municipal Affairs will be responsible for all other costs incurred by this work, which should be completed by 1979.

Translation of the first volume has already begun. When they are published, these books will be made available through the Quebec Official Publisher.

The International City Management Association has graciously granted the copyright for the translation and adaptation of the four volumes mentioned.

-00-

Sources:

Ministry of State for Urban Affairs, Ottawa
C. Gendron (613) 996-5457

Municipal Affairs Department, Quebec City
R. Lessard (418) 643-7854

1976.03.11 -111E

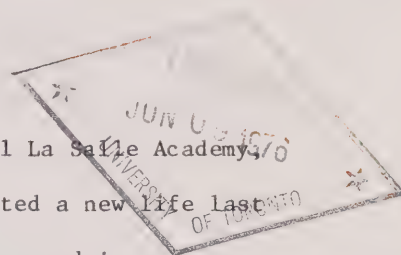
Government
Publications

La Salle Academy: A Heritage
Building in Black and White

Ottawa, May 21, 1976 -- Ottawa's historical La Salle Academy, decked out in all its finery of former years, started a new life last year, when the Ministry of State for Urban Affairs moved in.

A history of these old Bytown walls at the corner of Sussex and Guigues Streets and of their refurbishing, not as a museum but as a livable working place, is being published by the Ministry today under the title "La Salle Academy: New Life for a Heritage Building."

The authors are Professor Lucien Brault, honorary historian of Ottawa and alumnus of Académie de La Salle, and architect John Leaning who has spent much of his career preserving Ottawa's architectural past as a humane, culturally-rich environment for generations to come.



The 110-page book is well illustrated with many period photos and is designed with restraint and dignity. It is intended to serve as a basic informative document on this important section of Old Bytown.

Brault and Leaning tell how the original building was the cradle of Ottawa's roman catholic diocese, of bilingual education in Canada, and of the country's first professional repertory theatre.

The authors describe how the 19th century architecture was restored and how the inside was refurbished as modern and functional offices, now the headquarters of the Ministry of State for Urban Affairs.

The book also includes anecdotes of restoration itself which took place between 1973 and 1975, especially during the demolition phase when interesting historical discoveries were made.

The book is available in both official languages, at the federal government bookstores across the country, at \$5.95 hardcover and \$3.95 paperback.

The six-man Jury included three internationally known architects: Alexander Kouzmanoff, New York; Fumihiko Maki, Tokyo; Ray Affleck, Montreal -- as well as three Canadians sympathetic to the potential of Regina: Douglas Fullerton, economist, Ottawa; Clive Rodham, architect, and member of the City Council, Regina; Richard Rendek, lawyer, Regina.

In the top-rated Duplay redevelopment scheme, the jurors announced that they saw a realistic yet humanistic approach to revitalizing downtown Regina. The design, they pointed out, is a well-knit mixture of old and new, parks, commercial and residential structures, flexible enough to grow with the needs of the City.

One juror commented: "There is a feeling of ingenuity and joy in the whole design. If realized, it will provide not only great pleasure for Regina but a showcase for cities everywhere."

The Seventh Vote, gathered through ballots filled in or mailed by the public, favored the Japanese entry over the French but the six individual jurors were unanimous in their placing.

The urban design competition is part of the total Regina relocation study that includes possible establishment of new rail facilities at another location, and the re-use of railway rights of way. The City, backed by the Province of Saskatchewan must now submit a transportation plan, an urban development plan, and a financial plan to the Canadian Transport Commission to support their application for railway relocation.

...../3

The federal Ministry of State for Urban Affairs contributed a total of \$100,000 in prize money for the international competition. In the first stage of the competition ended last February, the five finalists were selected from over 120 entries from around the world, awarded \$10,000 each, and given the chance to compete again by submitting more detailed design schemes.

-0-

1976.06.02-114E

CANADIAN NGO'S TO HOLD
POST-HABITAT CONFERENCE IN MAY

OTTAWA, May 17, 1977 -- About 150 representatives of Canadian non-governmental organizations will meet for a three-day conference in Ottawa, May 26-28. Their purpose is to share experiences and review activities since Habitat, the UN Conference on Human Settlements held in Vancouver last year, and to formulate ongoing follow up action. The themes of the conference are land and public participation.

Urban Affairs Minister André Ouellet announced today that the Ministry of State for Urban Affairs contributed \$40,000 towards the cost of this post-Habitat NGO Conference.

"The Canadian Government is aware that non-governmental organizations play an important role in articulating community concerns and developing greater public awareness of human settlements issues," said Mr. Ouellet. "This is why we were committed to assist these groups to organize a post-Habitat meeting which would review the results of the Vancouver Conference and recommend ways for strengthening the contributions of the non-governmental sector in



relation to the recommendations of the UN Conference."

Preparations for the Conference are underway under the leadership of two co-chairmen, Senator Sidney L. Buckwold, who chaired the Canadian National Committee for Habitat, and Mr. G. Grenville-Wood, who was the chairman of the Canadian Non-Governmental Organizations Participation Group for Habitat. Both bodies were involved in stimulating public interest in human settlement issues and in providing direct input to the Canadian position at Habitat. Senator Buckwold and Mr. Grenville-Wood were members of the Canadian delegation at the UN Conference.

The three-day meeting will be held at the Government Conference Centre. Mr. Ouellet will be addressing the Conference on Friday, May 27.

1977.5.17-117E



CANADIAN AND FRENCH MINISTRIES TO EXCHANGE URBAN INFORMATION

PARIS, June 9, 1977 -- The Ministry of State for Urban Affairs (Canada) and the Ministère de l'Équipement (France) agreed today to a five-year information exchange program on urban-related planning and development issues.

The agreement is included in a Memorandum of Understanding signed in Paris today by the Canadian Urban Affairs Minister, André Ouellet, and the French Ministre de l'Équipement, Jean-Pierre Fourcade.

Both Ministers said in a joint communiqué that the agreement will foster a closer co-operative relationship between their Ministries in a field which not only affects the way people now live in both countries, but also has implications for planning and developing future settlements, particularly in urban areas.

Both countries have had quite different urbanization experiences and are continually searching for better community planning and management methods so they can deal more effectively with increased and new urban growth problems.

...2



The Memorandum of Understanding calls for the implementation of an information and documentation exchange program, closer consultation between Ministry officials and experts, and joint projects of common interest.

Both Ministers agreed that initial consultation and co-operation will deal with the following general areas: balanced land planning approaches; policies for financing housing; public land management; public open spaces management; new communities; the impact of energy in settlements planning; and the wide field of urban research and consultation for international activities.

A joint steering committee, comprised of representatives of both Ministries, will further define the exchange program during the next six months.

The document is in accordance with the spirit of the 1965 Canada-France Cultural Agreement and will help intensify scientific co-operation between the two countries. It also follows up the recommendation at Habitat, the United Nations Conference on Human Settlements, held in Vancouver last June, that countries collaborate in finding solutions to settlement problems.

VISIT TO HUNGARY OF THE
HONOURABLE ANDRE OUELLET, P.C., M.P.,
MINISTER OF STATE FOR URBAN AFFAIRS OF CANADA
JUNE 12-15, 1977

Government
Publication

BUDAPEST, June 15, 1977 -- The Hungarian Minister of Building and Urban Development, Jozsef Bondor, and the Canadian Minister of Urban Affairs, André Ouellet, have concluded discussions on planning and developing human settlements. Deputy Prime Minister Ferenc Havasi also received Mr. Ouellet on June 14.

The two Ministers said that the talks were useful in exploring areas of mutual concern. Discussion touched on the progress each country has made since Habitat, the United Nations Conference on Human Settlements, held in Vancouver, Canada, last summer. Mr. Ouellet complimented the Hungarian government on the very positive action it is taking in response to the Habitat recommendations for national action. Both Ministers remarked on the strong coincidence between the concerns of the two countries in the human settlements field.

/2.....



The Ministers agreed that their Ministries would consult further on questions of energy and human settlements, housing programmes and technology and urban administration. Initial consultation will take the form of an exchange of documentation in these three areas which may then be followed by discussion between experts either bilaterally or through the Committee on Housing, Building and Planning of the United Nations Economic Commission for Europe.

The two Ministers agreed to immediate exchanges of technology and information on two specific projects: the Canadian developed CANWEL (Canadian Water Energy Loop) waste management and recycling system and the development and utilization of geo-thermal and solar energy as a low-grade energy alternative. The CANWEL project is a major research and development undertaking of the Canadian Central Mortgage and Housing Corporation aimed at a comprehensive approach to community waste management with conservation of resources as its basis. The Hungarian Institute for Scientific Research for Town Planning has completed extensive research in the development of geo-thermal energy and this will be combined with further Canadian-Hungarian joint research in using geo-thermal and solar energy in tandem.

/3....

On a visit to Veszprém, sixty miles southwest of Budapest, Mr. Ouellet was impressed with the extensive renovation undertaken by the Hungarian government in the historical centre of the town. During Habitat, this unique approach to preserving heritage buildings caught the attention of many conference participants. In addition, he toured housing sites and a pre-fab housing factory in the Budapest area.

In closing the main discussions, Mr. Bondor remarked that both he and Mr. Ouellet were builders, not with their hands, but with their determination and imagination to improve human settlements in their own countries in the spirit of the Helsinki Final Act. While thanking his host for having been received so warmly in Hungary, Mr. Ouellet extended to Mr. Bondor an invitation for a return visit to Canada.

CANWEL

The CANWEL (Canadian Water Energy Loop) project is a major research and development undertaking initiated by the Central Mortgage and Housing Corporation of Canada aimed at a comprehensive approach to community waste management with conservation of resources and the environment as its basis. It incorporates three sub-systems which may be employed separately or in pairs, or be totally integrated.

Municipal waste water, which is mainly domestic sewage, is renovated to the point where it may be considered suitable for undiluted surface discharge to storm systems or small streams, or for impounding for recreational or utility uses.

The renovated waste water (or any other reasonably good raw water supply) is polished using - where necessary - reverse osmosis filtration, to produce potable water of the highest quality.

Domestic solid waste (garbage) is incinerated in a condition of partial pyrolysis and the heat recovered for use by the community serviced.

While these systems could be used as alternatives to conventional systems in conventional locations, their benefits would be maximized elsewhere. By treatment of sewage in upstream plants, collector and trunk sewers could be reduced. Centre-town development and redevelopment to higher densities could occur without disturbing existing infrastructures. The recycled use of renovated waste water - if only for utility purposes - could become a real possibility. The recovery of energy from garbage could reduce the demand for non-renewable fossil fuels.

The CANWEL technology is designed to achieve these objectives with a high degree of efficiency and without incurring any environmental damage.

Honourable
André Ouellet
Minister of State
for Urban Affairs

L'honorable
André Ouellet
ministre d'État
chargé des Affaires urbaines

CA14A
-N26

CANADA ANNOUNCES APPOINTMENT OF DIRECTOR OF UNITED NATIONS
AUDIO-VISUAL INFORMATION CENTRE ON HUMAN SETTLEMENTS

OTTAWA, September 30, 1977 -- The Honourable André Ouellet, Minister of State for Urban Affairs, announced today the appointment of Mr. Michael Hayward as the Director of the United Nations Audio-Visual Information Centre on Human Settlements.

The UN Centre will be responsible for the management and international distribution of Habitat films for use in public information and education and training programs around the world. Under a recently signed agreement between the United Nations and Canada, the headquarters of the UN Centre will be established in Vancouver on the University of British Columbia campus.

Mr. Hayward was appointed by Canada as Director of the UN Centre on the recommendation of the UN Secretary-General. He will also be designated by the Secretary-General as a Special Representative of the United Nations. He officially takes up the post on October 1, 1977.

In announcing the appointment, Mr. Ouellet stressed Mr. Hayward's extensive experience and unique qualifications for the post. "Mr. Hayward has served with the UN for more than 30 years since its days at Lake Success and headed at various times its radio, television and film services. Previously, Mr. Hayward had been a faculty member of New York University where he taught English and Classics. During his work with the United Nations,

Telephone No. (613) 993-0771

 Central Mortgage
and Housing Corporation

Société centrale
d'hypothèques et de logement

for further
information
telephone

pour plus
d'informations
téléphoner à

he pioneered in providing access to UN meetings and events by short-wave radio, satellite television, and the distribution of films throughout the world."

Mr. Ouellet expressed his appreciation for the work that has already been done since the Vancouver Conference in laying the foundation for the world-wide Habitat audio-visual program. This essential work has been carried out by the University of British Columbia under an interim agreement with the United Nations.

The UN Centre's holdings include over 230 films and slide presentations prepared by 125 countries and international organizations for presentation at the UN Habitat Conference. This unique collection illustrates major human settlements problems around the world and, more importantly, ways and means of dealing with them more effectively. The UN Centre will soon establish regional offices on each continent to distribute the films and advise governments on audio-visual techniques for national education and training programs on human settlements.

Mr. Ouellet said the UN Centre and audio-visual program is "an outstanding example of co-operation among governments and a major Canadian university in support of a program which will be of benefit not only within Canada but to people in human settlements around the world".

The federal Ministry of State for Urban Affairs will provide the funding for the UN Centre's audio-visual program to March 31, 1980. The British Columbia Ministry of Education will provide the funds needed for the additional space and equipment required by the UN Centre.

The UBC's own Centre on Human Settlements will work closely with the UN Centre in evaluating the substantive contents of the films and in preparing analytical guides for teachers and conference organizers around the world. Technical services and advice will be provided by the National Film Board of Canada under a management contract with the UN Centre.

1977-9.30.123E

CAI UA
- N26



OTTAWA, October 6, 1977 -- Federal Urban Affairs Minister André Ouellet and Edmonton Mayor Terry Cavanagh today announced that their respective governments will each contribute \$50,000 to an urban design study covering a four-block area in downtown Edmonton.

"I am pleased that my Ministry can take advantage of this opportunity to work with the City of Edmonton in the systematic development of this key element of its downtown renewal strategy," said Mr. Ouellet when making the announcement.

"It is appropriate that the federal government supports this project since it deals with questions closely linked with our own federal concerns, coupled with the fact that a new federal building will be located in this area, as announced by my colleague, the Honourable Judd Buchanan, earlier this year," added the federal Minister.

Telephone No. (613) 993-0771

Mayor Cavanagh pointed out that the city has almost completed its development plan, with the exception of the study area, located immediately south of Churchill Square.

"Over the past 14 years the city has made great strides in revitalizing its 40-block downtown core by locating government and cultural facilities with commercial and residential land uses," said Mayor Cavanagh.

Both Mr. Ouellet and Mayor Cavanagh agreed that the joint study approach will increase each government's ability to deliver its respective programs with the greatest impact and effectiveness.

The four-month study, which has the concurrence of the Province of Alberta, will be prepared by a consultant under the direction of a steering committee, comprised of officials from the Ministry of State for Urban Affairs, the Department of Public Works and the City of Edmonton.



For Immediate Release

A WINDOW ON THE RIVER

MONTREAL, December 8 - Following a Federal Cabinet meeting which was held to-day in Montreal, the Minister of State for Urban Affairs, Mr. André Ouellet, is pleased to announce a major new federal initiative to transform government lands in the Old Port of Montreal into a mixed use urban development.

As with any valuable inner city site the redevelopment of the old port has been subject to many years of difficult discussion and debate concerning just how the site could be best used.

Under the chairmanship of Mr. Ouellet an interdepartmental committee has now reached agreement on a common proposal. The Federal Cabinet has given the responsibility to Mr. Ouellet to direct and co-ordinate the redevelopment scheme for the "old port".

A federal committee chaired by a representative of MSUA has been formed and will include representatives from Public Works, Park's Canada, Central Mortgage and Housing Corporation and National Harbours Board.

In announcing the project Mr. Ouellet said "The Old Port of Montreal has for 300 years been the hub around which the city has focused. In fact, the area now occupied by grain elevators and warehouses occupies the same site as the first European settlement on the island of Montreal. In recent years, though, storage facilities, sheds and rail lines have blocked the harbour from daily use by Montrealers. But this relocation of transportation facilities

.../2

will be a marvellous opportunity to see the "old port", which has played such a long and important role in the lives of people and businesses of Montreal, once more become the picture window of the city."

Redevelopment plans include the demolition of grain elevators, 1 and 2, adjacent sheds as well as the railway tracks which pass before these buildings. The autostade will be dismantled and offered to any interested municipality.

The immediate expenditures include \$4M for the demolition of the various buildings and \$3.5M to accomplish the land transfers. Eventually some \$60M will be spent on redevelopment efforts, virtually all by the private sector.

Most National Harbours Board facilities currently on the lands between Berri and McGill Streets will be transferred to the Racine Container Terminal. Two piers will remain in use for passenger terminal purposes.

In making the announcement, Mr. Ouellet emphasized "future uses of the "old port" will not be decided by federal fiat. Briefs will be requested from all interested public agencies and concerned citizens. Public discussions will also be held concerning possible future uses. Some public activities will begin immediately, such as an exhibit centre to explain how the "old port" area has evolved from the earliest settlement to the present day. A walkway and bicycle route linking the recreation areas along the Lachine Canal with the "old port" area can also be started next year."

Under the Federal plan, 48 acres of waterfront land as well as 35 acres on MacKay Pier will become the property of Central Mortgage and Housing Corporation which will hold the lands awaiting the redevelopment plan.

BACKGROUNDER



The old port of Montreal, which for centuries has been a focal point in the city and the heart of commercial and shipping activity in Canada, is surrounded by mid-17th century historic buildings recalling the city's early beginnings.

The earliest commercial cargo through Montreal was fur pelts transported by canoe from Canada's interior by pioneer adventurers. When the fur trade died, far-sighted entrepreneurs, during the last half of the 19th century, took action to deepen and widen the channel connecting the St. Lawrence River to the Great Lakes and to provide port facilities. In 1871, the port of Montreal was, for the first time, connected with a rail service.

By the beginning of this century, the port was a major focus for commercial activity, including imports such as coal, iron, steel, food products, wool and cotton together with exports of wheat and hides from the Prairies, which had begun to colonize.

In 1928, the port tonnage had reached 12.5 million tons, one of the largest on the continent. At that time, Montreal was the chief grain port in the world. However, competitors emerged and when the Second World War broke out, Montreal had lost its supremacy. Since

then, the industries of the Montreal area have been largely responsible for the life of the port. Essentially, the port's activity is oriented towards the needs of Montreal industry which has, in turn, been stimulated by population growth and other factors.

Located on the site of the first European settlement on the island of Montreal dating back to 1642, the port now houses warehouses, grain elevators, rail lines and other related shipping facilities. In recent times, the introduction of new shipping methods has resulted in some of the functions of the old port and many of its structures becoming obsolete. In addition, the extensive development of the port has physically separated Montreal's citizens and visitors from achieving a true enjoyment of the waterfront area.

In past years, many ideas and proposals have been put forward on how to develop the old port area. One such plan submitted two years ago recommended that the region from Old Montreal to Cité du Havre would be turned into a huge complex of apartment buildings, parks, a marina, office buildings, a hotel, schools and a shopping mall. When submitted, both the Ministry of State for Urban Affairs and the city of Montreal rejected this report because more green space and less development was desired.

The federal plan unveiled today has nothing to do with the plan submitted two years ago. The redevelopment of the Montreal harbourfront will be park-like in appearance and combine recreation and small

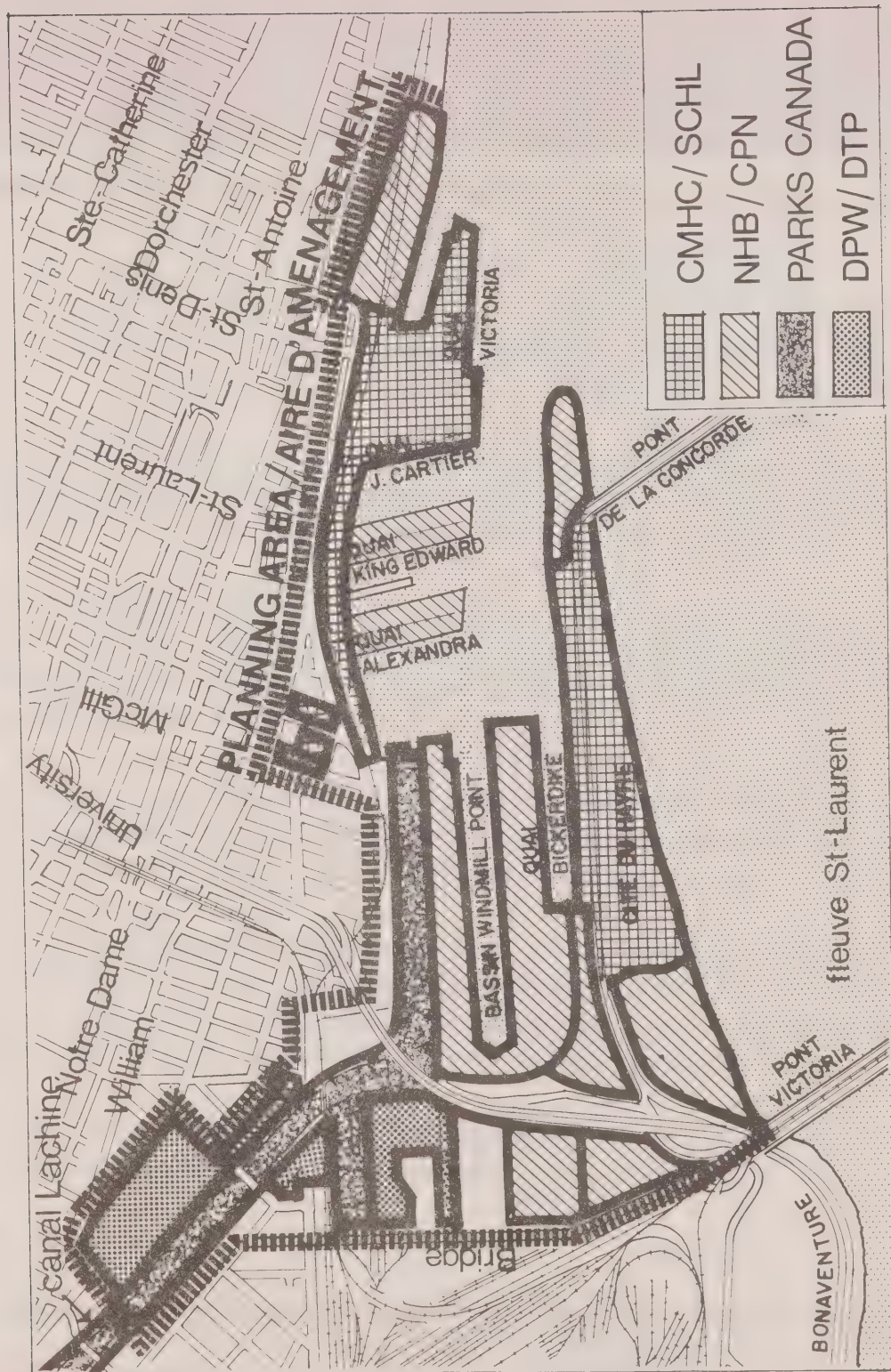
commercial establishments with easy public access. Certain clean shipping operations, like the passenger terminal, will remain in the old port area, but other facilities will shift to the eastern part of the port. A similar undertaking is Toronto's Harbourfront development, which has become an asset to the city and its citizens.

Because of the importance of this federal land to all the citizens of Montreal, future federal planning will be based on input from various public bodies and concerned citizens' groups. In this public participation process -- the redevelopment of the old port of Montreal will rejuvenate the area by fully accounting for the needs of people in such important areas as housing, offices, commercial, recreational and cultural facilities, public open-space and heritage conservation.

Citizen input will be solicited on all of these fronts so that the area serves as a "people place". Some of the sources from which the federal government wishes suggestions include: urban planning and tourism officials from the city of Montreal, the Montreal Urban Community and the Province of Quebec; and groups such as the Historical Commission of Montreal, Save Montreal, the Viger Commission, Green Spaces, la Chambre de Commerce, the Montreal Board of Trade, shipowners, sailors and port employees and other interested groups.

Recommendations for future action from such groups and individuals,

and any others wishing to participate, will be analyzed so that the redevelopment of the port area conforms with the needs of those most closely involved.





News Release

Communiqué

Ministry of State
Urban Affairs Canada

Ministère d'Etat
Affaires urbaines Canada

Government
Publication

Al
h
-1126

BACKGROUNDERS ★

LIBRARY
JUL 25 1978 ★

UNIVERSITY OF TORONTO

On December 8, 1977, André Ouellet, Minister of State for Urban Affairs, announced that the federal government would undertake a major project to redevelop the old harbour of Montreal, the area known as the Old Port.

The 177-hectare (437-acre) site is, for the most part, made up of federally-owned lands, including the Victoria, King Edward and Alexandra Piers on the waterfront of Old Montreal; Cité du Havre; the Autostade site; and all the land in between.

At the same time, Transport Minister Otto Lang announced that the National Harbours Board would build a new container terminal in Montreal's east end rather than on a controversial site in Old Montreal.

Mr. Ouellet said that the Old Port project should achieve several goals: enhance Montreal's heritage, improve the quality of life in the area, give public access to the water, stimulate economic activity in the metropolis, and promote port activity compatible with the area's new vocation.

Part of Mr. Ouellet's announcement stressed that the public would be consulted throughout the planning process.

for further
information
telephone
613 993-0771

pour plus
de renseignements
téléphoner à
613 993-0771

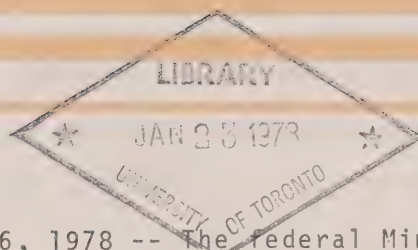
The public participation process has begun under the direction of Mark London and Claudette Thomson. The first public meeting, attended by about 250 people, was held on June 27th at the project office, 329 rue de la Commune W. This public meeting included a boat and bus tour of the harbour, followed by an introductory session to the project and workshops conducted by team members.

At this meeting, participants learned of the structure for citizen input. The Association for the Old Port is an organization, which is currently being formed, of citizens and community groups interested in the future development of this area. A working group will be the association's active voice (and thus that of the Montreal public) and it will be formed as follows.

1. Community groups will name official representatives to forward their points of view. Please call the participation coordinator to get the details (283-3971).
2. Members of the Association for the Old Port (either individuals or groups who have not named official representatives) will elect three representatives to sit on the working group. If you wish to be a representative of the association's members-at-large, please send your name, address, a brief summary of your background and your views on the project (50 words or less) to the project office. A ballot will be sent out to all members of the association who will then elect their representatives.
3. Two neutral members of the working group will represent two other interest groups, the site visitors and the general public. The role of these members will be to ensure that any available information on how the people they represent feel (e.g. results of surveys, questionnaires, media response, letters, etc.) is incorporated into the working group's recommendations. This structure should achieve the two goals set for the participation process, namely:
 - to have a group of people which is small enough to work effectively in a positive and ongoing way with the project planners, and
 - to ensure that there is a balanced and accurate representation of public opinion.

The planning process itself has started under the direction of a team of architects and planners from the firms of Mosche Safdie and Desnoyers, Mercure, Gagnon and Sheppard.

The plans for the area will be worked out by the federal Ministry of State for Urban Affairs, with the cooperation of the Central Mortgage and Housing Corporation, Parks Canada, the Department of Public Works and the National Harbours Board, as well as the Province of Quebec, the city of Montreal and the Montreal Urban Community.



OTTAWA, January 16, 1978 -- The federal Ministry of State for Urban Affairs and the Saskatchewan Department of Municipal Affairs have agreed to fund a two-year \$1.03 million program to develop regional plans for the areas around Regina, Moose Jaw, Saskatoon and Prince Albert.

The announcement was made jointly today by Transport Minister Otto Lang, on behalf of André Ouellet, federal Minister of State for Urban Affairs, and by Gordon MacMurchy, Saskatchewan's Minister of Municipal Affairs.

The program involves a contribution of \$515,000 by the federal Ministry, with the remaining 50 per cent to be picked up by the Province of Saskatchewan. Its general goal is to support the development of a data base for decision-making on the future physical, economic and social development of Saskatchewan's urban-centred regions.



Mr. Lang said: "Federal involvement in this program is a milestone in approaching urban problem-solving on a cooperative intergovernmental basis. In doing so, the Government of Canada is supporting studies which will address such major federal urban concerns as: agricultural and residential land use, urban sprawl, economic viability and municipal finance, environmental and human consequences, metro and small community development, transportation, housing and regional services.

"The federal Urban Affairs Ministry encourages this type of activity and Saskatchewan's interest in the urban planning sphere is strongly supported by Ottawa. These studies will, for the first time, determine the impact of various development alternatives that should lead to the selection of the best options for future growth," added the federal Transport Minister.

According to Mr. Lang and Mr. MacMurchy, a number of factors create significant economic and social strains on the province's services and networks. These include not only even natural growth, but also stimulated industrial and agricultural development and rapid decentralization to communities within a 50-mile radius of Saskatchewan's urban centres.

"Country residential development should be encouraged," said Mr. MacMurchy, "but we want to do it on a sensibly-organized basis that does not take good farmland out of production or put too much of a cost burden on the participating municipal governments. Now that the province is prepared to launch a major planning program, with federal assistance, both municipal and provincial governments will be able to come to grips with some of our more pressing concerns in this province."

The studies are to be guided by a bi-level steering committee which will provide broad policy advice and intergovernmental coordination of the program.

- 0 -

He added that the federal government has certain objectives in pursuing this program, including preserving and promoting the area's cultural heritage, providing public waterfront access, improving urban living conditions, and contributing positively to regional economic development efforts, with particular emphasis on creating jobs -- 1,000 in the next four years.

Some of the specific components of the newly-announced program include: public open space and recreational areas, including a marine centre depicting the history of the Old Port, the rehabilitation of heritage buildings, federal office space, wharf reconstruction, 300 new housing units for low and moderate income groups, and a feasibility study for a regional oceanographic centre.

In the past years, many studies have suggested how Quebec City's Old Port area should be redeveloped; the federal program announced today is based on many of the conclusions of these studies, and it meets the plans and objectives of both the province and the municipality.

A public consultative committee, will be created to ensure a maximum dialogue on the future revitalization of the Old Port. Representatives from citizens' groups and other local organizations will be encouraged to make input on this important program.

FEB 15 1978

OLD PORT OF MONTREAL REDEVELOPMENT
BEGINS WITH TRIAL DISMANTLING OF AUTOSTADE

MONTREAL, February 15, 1978 -- André Ouellet, Minister of State for Urban Affairs, was in Montreal today to oversee the dismantling of one section of the Autostade -- the first step in a \$60-million program to redevelop the Old Port of Montreal, announced two months ago by the federal government.

The 25,000-seat Autostade was constructed in 1966 for Expo 67 and later expanded to seat 35,000 for the 1969 Grey Cup. A contract has been awarded to FRANCON Construction to try to dismantle one section of the Autostade and to assess the cost of its relocation and reconstruction elsewhere. If this experiment is successful, the whole structure or part of it will be given to any municipality willing to bear the costs of transporting and reconstructing the stadium.

"The dismantling process being tested, which is expected to involve about three weeks' work, presents a considerable technical challenge. But, in my opinion, it is worth a try, rather than simply demolishing the structure when some other city may be able to use it," said Mr. Ouellet.

.../2

Tel: (613) 993-0771



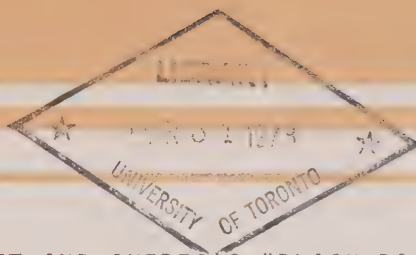
Ministry of State
Urban Affairs Canada

Ministère d'État
Affaires urbaines Canada

The Autostade consists of 19 reinforced pre-cast concrete sections, each measuring 21.6 metres wide, 27.7 metres deep and 13.7 metres high. Should the dismantling be successful, the Cities of Hull and Laval have expressed interest in obtaining portions of the stadium. Following the dismantling of the Autostade, which is being funded and managed by the Central Mortgage and Housing Corporation, the land will be redeveloped as an industrial park by the National Harbours Board.

While in Montreal, Mr. Ouellet noted that February 24 is the closing date for tenders to demolish the number two silos and shed number 13 on the Jacques Cartier Pier. "We hope the clearance of the Autostade site and the demolition of certain facilities on the Jacques-Cartier Pier will be completed quickly within the next few months," he said.

This summer, the Ministry of State for Urban Affairs intends to organize various public activities on the Jacques Cartier Pier to alert the public to the fact that part of the Montreal waterfront will be available for their use, and no longer oriented to industrial port-oriented activities. Such gatherings will also give Montrealers an opportunity to make suggestions on how they wish to see the area developed as a "people place". These activities will be carried out in cooperation with groups like Le Service des loisirs de Montréal to provide opportunities for family-oriented outings and noon hour concerts.



ANDRÉ OUELLET AND QUEBEC'S "BLACK BOOK"

OTTAWA, March 15, 1978 -- André Ouellet, Minister of State for Urban Affairs, said today that "should the federal government withdraw from its important responsibilities in housing and urban affairs, it would be turning a blind eye to the needs of Canadians".

Mr. Ouellet made this statement in reference to the Quebec government's "black book", released on February 16 which alleges federal intrusions in housing and urban affairs.

"First," he said, "with regard to housing, I cannot accept the Quebec government's stance that the Government of Canada should have no say in how the millions of dollars it spends annually on housing should be used, or that it should be unconcerned about decent minimum standards in important fields like housing.

"Second, I cannot accept the allegation that the federal Ministry of State for Urban Affairs intrudes in municipal affairs, which we all know is a provincial jurisdiction. Urban affairs is different from municipal affairs -- it has a broader and more global responsibility, and the federal government has many good reasons for its interest in this sphere.

"One is that federal programs and policies have an impact on cities, and the creators of these initiatives have a need and an obligation to know how and why they do so. With this knowledge, federal activities can be sensitized, as much as possible, to local conditions and to the priorities and plans of provincial and municipal governments.

.../2

"The federal relationship with the provinces in urban affairs and housing is not a master-slave relationship. On the contrary, the federal role in these areas is one of support. It is a critically important role, enabling both the federal and provincial governments to cooperatively take strides to enhance the quality of life for urban Canadians."

The federal Minister said that on February 1, 1978, he presented significant new proposals on housing and community services to his provincial counterparts in Edmonton. Two weeks later, these measures were well received at the Federal-Provincial First Ministers' Conference in Ottawa.

"When these proposals become concrete programs through federal-provincial agreements, funding and programs for housing and community services will be tailored to provincial, local and federal objectives -- to serve the best interests of all Canadians," said Mr. Ouellet.

To further clarify the federal role in urban affairs and housing, Mr. Ouellet released documents in Ottawa today: one dealing with certain general issues raised in the "black book"; an other detailing the federal proposals in Edmonton. A third one explains CMHC's operations in Quebec in 1977 and the last one details the Quebec Housing Corporation's performance in the past few years.



CANADIAN AND FRENCH MINISTRIES
BEGIN URBAN AND HOUSING EXCHANGES

OTTAWA, March 23, 1978 -- The first meeting of the Joint Steering Committee, created in accordance with a Memorandum of Understanding between the Canadian Ministry of State for Urban Affairs and the French Ministère de l'Équipement, was held recently in Canada.

The Memorandum of Understanding, signed last June, is aimed at facilitating and accelerating the exchange of scientific and technical experiences in urban and housing issues.

During the meetings, held in Montreal, Ottawa and Toronto, committee members agreed on the following list of subjects for joint studies and information exchanges:

- policies, programs and methods aimed at rehabilitating residential buildings;
- policies on housing assistance;
- policies and programs to revitalize downtown areas;
- studies and evaluations of policies geared to recapture the unearned increase in land values due to public decisions or investments;
- definition of noise impact zones around large airports;
- energy and habitat: thermal insulation, new energy sources, and building materials;
- comparative studies on construction costs in France and Canada;
- different mechanisms set up for inter-city cooperation;

.../2

- consultations on human settlements issues under discussion by international organizations.

The French delegation was headed by Mr. André Herzog, Senior Engineer and President de la Section Aménagement et Habitat du Conseil général des Ponts et Chaussées. Mr. Robert Blain, Assistant Secretary of Operations for the Ministry of State for Urban Affairs, led the Canadian delegation.

- 0 -

-N26

MAJOR SAINT JOHN DEVELOPMENT ANNOUNCED

SAINT JOHN, April 18, 1978 -- Michael Landers, Member of Parliament for Saint John-Lancaster, today announced the federal government's intention to participate in "a major five-year \$46-million joint federal-provincial-municipal-private development project to economically, socially and physically revitalize the central area of Saint John, New Brunswick".

Today's announcement was made on behalf of André Ouellet, Minister of State for Urban Affairs, and Roméo LeBlanc, Minister of Fisheries and the Environment.

Mr. Landers said that all levels of government involved in this joint venture, known as the Market Square-City Centre Development, "see it as an outstanding example of how they can work together and with the private sector to assist cities in achieving their full potential". He added that this particular project "will not only open up the waterfront for public access, revitalize historic buildings and renew the central area, but will also create many opportunities for employment in the city".

The federal government is prepared to fund one-third of the development, provided the balance will be forthcoming from the other two levels of government and the private sector.

The development is to take place on lands now owned jointly by the three levels of government. These lands were acquired and cleared as part of a separate \$22-million urban renewal program, towards which the federal government contributed \$11-million.

.../2

2

Ministry of State
Urban Affairs CanadaMinistère d'Etat
Affaires urbaines Canada

Tel: (613) 993-0771

The first step in developing the waterfront portion of the site is to construct a 950-foot retaining wall in order to get rid of the deteriorated and hazardous wharves, to protect the shoreline and to lay the groundwork for the whole project.

The core components of the development are designed around a central, indoor, landscaped, pedestrian courtyard. To link all the components, and to join them with the rest of the central area, a dual system of indoor and outdoor pedestrian walkways is proposed.

One of the key initiatives will be a trade and industry centre with a 1,500-seat conference room, meeting rooms, and industrial display areas to reflect the port and industrial character of Saint John. Complementing the trade centre will be a roof-top motel-style hotel.

The project will also include retail and office space, trade union offices, a metropolitan library, and a 650-car parking garage.

On the waterfront itself, a landscaped plaza, pedestrian walkways and harbour facilities for small pleasure craft will be constructed.

In addition, several historic buildings are to be restored to provide accommodation for marine-related activities of the federal government.

A harbourfront housing complex will be composed of an eight-storey 100-unit senior citizens' residence, along with 100 units of modest rental housing and 50 to 60 units of private market housing in three- and four-storey structures.

"It is expected that the various projects will create about 800 man-years of employment during the construction phase, and 400 permanent jobs once the project is completed," Mr. Landers said.

The federal agencies to be involved in developing the project are: Public Works; Regional Economic Expansion; Fisheries and the Environment; the Central Mortgage and Housing Corporation; and the National Harbours Board. The federal Ministry of State for Urban Affairs has been assigned the responsibility to coordinate federal participation with the province of New Brunswick, the city of Saint John, and the private sector.

On April 25, 1978 a draft development plan will be reviewed in Saint John for all those interested in the project, including citizens, officials from the three levels of government, and the media. Work is proceeding on developing the required formal agreements between the participants.

Mr. Landers concluded: "The entire project has been designed to be compatible with the historic and maritime character of the city. I am convinced that the development will have a significant and positive impact in terms of the economic, social, physical and aesthetic quality of life enjoyed by the citizens of Saint John."

- 0 -

News Release

Communiqué

Ministry of State
Urban Affairs Canada

Ministère d'État
Affaires urbaines Canada

CAI
UA
-N26

JARY

6 1978

OF TORONTO

OPENING OF THE INTERPRETATION CENTRE FOR THE OLD PORT OF QUEBEC

QUEBEC CITY, June 21, 1978 -- The Honourable Gilles Lamontagne, Member of Parliament for Langelier and Postmaster General, today opened the Interpretation Centre for the Old Port of Quebec, which is located in his riding. Mr. Lamontagne, who presided at the ceremonies on behalf of the Honourable André Ouellet, Minister of State for Urban Affairs, said that the opening of the Interpretation Centre marked the first step in the project to redevelop the Old Port of Quebec. This project had been announced by Mr. Ouellet in Quebec City on February 13, 1978.

During his address, Mr. Lamontagne explained that in a way the project to redevelop the Old Port of Quebec was a logical extension of the development of the Saint-Charles River carried out toward the end of the sixties. Mr. Lamontagne, the mayor of Quebec City at that time, vigorously supported this project which made it possible for the residents of Quebec City to use this river for recreational purposes in both summer and winter.

The Interpretation Centre for the Old Port of Quebec is housed in Hangar No. 19 at Pointe à Carcy, at the entrance to the Bassin Louise. The Centre is now open to visitors, and will remain open seven days a week, from 10:00 am until 8:00 pm, until September 15. Admission is free.

for further
information
telephone
613 993-0771

pour plus
de renseignements
téléphoner à
613 993-0771

Visitors will be able to discover the richness of the area's maritime and port history by viewing booths set up by various levels of government, institutions and the private sector. Guides will be available so that visitors will also be able to learn about current port operations, such as grain handling and the work of the Canadian Coast Guard.


A model of the project to redevelop the Old Port of Quebec has been set up in the Centre and provides a good idea of the scope of this undertaking. The project includes, among other things, the construction of 300 housing units around the Bassin Louise, the reconstruction of wharves, the development of five parks, the restoration of heritage homes and the development of administrative quarters for federal government services.

The redevelopment of the Old Port of Quebec will require investments totalling \$42-million, to be provided by the federal government. Several federal departments and agencies are participating in this undertaking, which is being coordinated by the Ministry of State for Urban Affairs. The work will create approximately 1,000 jobs during the next four years -- the time required to complete the project.

Beginning this summer, many cultural, recreational and sporting activities will be organized on this site. Once the redevelopment has been completed, it will become a completely new area -- an integral part of Old Quebec, where people can live, work and play.

For information, contact: Quebec City - (418) 629-4280 - Pierre Beaulé
Ottawa - (613) 993-0771 - Benoît Barry

THE OLD PORT OF QUEBEC - SCHEDULE OF EVENTS



<u>June 21</u>	Official opening of the Interpretation Centre
<u>June 24-27</u>	Visit of the schooner MARIE-CLARISSE II
<u>July 8-9</u>	Major regattas of the Festival d'été
<u>July 15-16</u>	Visit by Environment Canada's oceanographic vessel AQUA GAGER
<u>August 17-19</u>	Notre Chez-Nous - exhibition and marionettes (in the Interpretation Centre)
<u>August 23-28</u>	The Discovery Train (rue Saint-André)

To be confirmed*

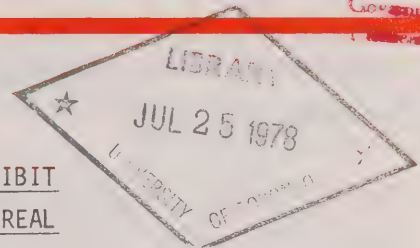
- Visit by a ship of the Canadian Navy*
- Demonstration of lifesaving at sea by the Canadian Navy*
(two weekends)
- June 21 to September 15 - Interpretation Centre open to visitors every day, including Saturdays and Sundays, from 10:00 am until 8:00 pm. Free admission.
- June 24 to September 1 - Luncheon cruise
Brief lunch-hour excursion aboard the Louis-Joliet, every noon hour. Admission charge.



Ministry of State
Urban Affairs Canada

Ministère d'État
Affaires urbaines Canada

CAI
UA
-1026



OUELLET OPENS SUMMER EXHIBIT
FOR THE OLD PORT OF MONTREAL

MONTREAL, July 5, 1978 -- The Honourable André Ouellet, Minister of State for Urban Affairs, today opened a summer exhibit at the Old Port of Montreal -- three display trailers, designed to provide information and to promote citizen participation in the rebirth of an historical waterfront area, which has been inaccessible to Montrealers because of its deteriorated and obsolete facilities.

Mr. Ouellet said: "When I announced the revitalization project in December 1977, I said that the public would play a vital role in the decision-making process. With these displays, we want to draw people's attention to the Old Port area so that they can become involved in its redevelopment. They will also become aware that the federal government intends to open up the waterfront area to Montrealers and to others who visit this city."

Two of the display trailers tell the story of the Port of Montreal's history, its present-day activities and some of the possibilities for tomorrow. In the first, historic maps, etchings, photographs, manuscripts and artifacts trace the area's history from the first settlement at Pointe-à-Callière in 1642 to the construction of the existing installations in 1929. The second display trailer outlines plans by the National Harbours Board to move and improve the port facilities, and includes a photographic display of the project area, as well as a representation of how other cities have developed their waterfronts.

.../2

for further
information
telephone
613 993-0771

pour plus
de renseignements
téléphoner à
613 993-0771

Mr. Ouellet said: "I am particularly pleased with the third display, where people will have the opportunity to work with animators over drawing boards, if necessary, so that their ideas on the redevelopment are recorded properly.

"I am honoured to have been able to take the steps necessary to make the redevelopment project become a reality. In this great endeavour, I received cooperation from many quarters, and I will need their continuing assistance until the entire redevelopment is completed."

The 177-hectare (437-acre) redevelopment site will be the subject of much public input; the first public meeting attracted about 250 people who learned about how they could participate in the planning of the project, which, when completed, will improve the quality of life in the area, give public access to the waterfront, stimulate economic activity, promote port activity compatible with the area's new vocation, and enhance Montreal's heritage.

The exhibit, located at the base of Place Jacques Cartier on rue de la Commune, will be open from Thursday to Sunday throughout the summer and will operate from noon until 8:00 p.m.

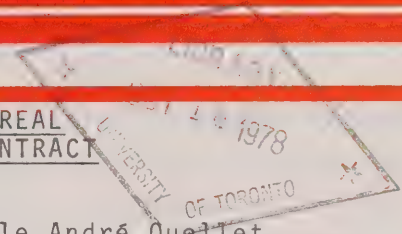
For additional information: Marcel Angrignon (514) 283-3984

1978.5.7.134.E

Ministry of State
Urban Affairs Canada

Ministère d'État
Affaires urbaines Canada

OUELLET ANNOUNCES MONTREAL
AUTOSTADE DISMANTLING CONTRACT



OTTAWA, August 31, 1978 -- The Honourable André Ouellet, Minister of State for Urban Affairs, today announced that a contract to dismantle the Montreal Autostade has been awarded to Beaver Demolition Ltd. (Montreal), which submitted the lowest bid for the work (\$516,000).

"Clearing the Autostade site is a necessary step towards fulfilling the Government of Canada's commitment, announced last December, to carry out a \$60-million project to redevelop the Old Port of Montreal," said Mr. Ouellet.

He said that the contractor will be required to dismantle 18 of the Autostade's 19 reinforced pre-cast concrete sections, each of which seats about 1,300 people, to load the sections onto vehicles, to demolish other buildings and to do land clearance work. The work will begin immediately and is expected to be completed in six months. One section of the structure was already dismantled as a pilot project.

"We have had a good response from municipalities wanting parts of the Autostade. In fact, only four of the 19 sections are still available and several cities are now negotiating for these. Hull has already spoken for four sections, Thetford Mines for five, and Laval for the seating assemblies of six sections," said the Minister.

.../2

The total cost of transporting the 19 sections to their new destinations will amount to about \$514,000 -- three-quarters of which will be paid by the Central Mortgage and Housing Corporation, which is funding and managing the dismantling, and one-quarter by the city receiving the sections.

City of Montreal authorities have already indicated that once the Autostade site has been cleared, they could like to enhance the land's industrial vocation. Negotiations are currently underway with a view to establishing an industrial park there.

The 25,000-seat Autostade was constructed in 1966 for Expo 67 and was later expanded to seat 35,000 for the 1969 Grey Cup. The sections to be dismantled are those comprising the original structure.

- 30 -



THE "BLACK BOOK"

A general look

The Government of Quebec issued its so-called "black book" on federal-provincial relations in the fields of housing and urban affairs on February 16, 1978.

With regard to these two important areas, the "black book" is confused. Facts and circumstances are often taken out of context; it does not clarify the record or propose any constructive alternatives. Rather, the document takes great pains to espouse the well-known perspective of the current Quebec government.

Its point of view fails to take into account the fact that all Canadians, including Quebecers, live in an increasingly complex and interdependent society. Canada is one of the most urbanized nations in the Western world, and because of this, one level of government cannot close itself off from the assistance which others can offer. All three levels of government must cooperate for the well-being of cities and, in turn, must concentrate their efforts to bring about the best possible quality of life for the citizens living there.

Following the document's release, the federal government was left with the same clear impression which was reflected in the media.

"The Parti Quebecois Government, however, prefers the pursuit of scape goats to the search for solutions."

The Montreal Star, February 18, 1978

"Unless the PQ government wants at any cost to lose its referendum and subsequently its power, it will have to engage more in politics than polemics, more in true public management than literature..."

Jean Claude LeClerc
Le Devoir, 18 février 1978

"Was CMHC responsible for the delays in Quebec? Hardly. The projects for previous years were strictly the business of the QHC, which already had received from CMHC all the approval it needed to go ahead. After the money is committed by CMHC, it does not re-enter the scene until the final inspection - jointly with QHC - after the projects are completed. All these projects are not even begun."

William Johnson
The Globe and Mail, February 20, 1978

Given the Quebec government's general philosophy, it is not surprising that it reacted as it did in the "black book" on specific housing and urban affairs issues.

Housing

With regard to housing, the position of the present Quebec government seems to be that the federal government should have no perspective on the important social and economic issues in this field, and likewise that it should have no say in how the millions of dollars it spends each year on housing should be used.

This position does not recognize that Canadians have been well served since the Second World War by the Central Mortgage and Housing Corporation through the operations of the National Housing Act. The Quebec Housing Corporation was not established until 1967 and, when it was established, it received the active encouragement and support of the federal government through CMHC.

Furthermore, the federal government is on record with regard to the disentanglement of program operations. The Minister of State for Urban Affairs went to the Edmonton Conference of Housing Ministers on February 1, 1978, with significant proposals to make federal and

provincial housing activities more streamlined and effective. Distributing federal housing funds to the provinces and targetting projects to the people who are most in need -- these steps are necessary so that Canadians, regardless of where they live, might have access to decent, affordable housing and proper community infrastructure. The federal government cannot accept the current Quebec government's view that it should be unconcerned about decent minimum standards for Canadians in important fields like housing.

The specific arguments on housing do not stand scrutiny.

The argument advanced in the "black book" that CMHC has contributed to suburban sprawl in Quebec is a false one. CMHC makes housing loans and grants. The ultimate constitutional power to plan or approve subdivisions is a provincial and municipal prerogative -- one which the federal government has always recognized. It is hard to imagine how CMHC or any other federal agency has managed to create suburban sprawl when land use planning and development are approved by the provinces and municipalities. Furthermore, regardless of its merit, suburban development has been the dominant form of urban growth throughout all of North America since World War II.

The question of the termination of the urban renewal program has been raised many times since it ended almost a decade ago. What the "black book" does not mention is that the program was extremely expensive and tended to have the effect of destroying housing for low income people, instead of building or renovating housing.

Nor does the "black book" mention the fact that this program was replaced by the neighbourhood improvement and housing rehabilitation programs; many of the areas which did not benefit from urban renewal were admitted to the housing rehabilitation program as specially designated areas. In fact, in the Province of Quebec today there are 123 neighbourhood improvement, site clearance and specially designated areas where the important job of conserving and improving the housing stock is being carried out.

It was noted earlier that the Minister of State for Urban Affairs made significant housing and community services proposals last month in Edmonton. When these proposals are translated into concrete action, the best interests of Canadians will thus be served by federal-provincial agreements whereby funding and programs will be tailored to provincial, local and federal objectives. (Additional information on these proposals is provided in the accompanying document.)

These facts are important so that the impression is not left that the federal government has been ineffective until now in serving the needs of the people of Canada.

Urban affairs

As for the Government of Quebec's criticisms of urban affairs, the "black book" not only misinteprets the two concepts of a Department and a Ministry of State, but also deliberately confuses the very different areas of urban affairs and municipal affairs, claiming both are within provincial jurisdiction.

It is true that the British North America Act gives the provinces exclusive jurisdiction for "municipal institutions in the province". It is also true that the federal government has no intention of usurping this constitutional power. It has absolutely no desire to plan and administer the cities and towns in Canada.

The matters of urban planning reflected in such activities as land use planning, zoning, and transportation planning, as well as the day-to-day operations and activities of municipal governments, are a provincial and local responsibility. The federal government works within this arrangement and heartily agrees with it. In short, the Government of Canada leaves and has always left issues of municipal affairs to those who can run them best -- the municipalities and provinces.

Urban Affairs, however, is a much different and broader area of responsibility. Urban affairs is the recognition that a wide variety of social and economic forces come together to have an impact on cities.

Given this contemporary reality, the federal role in urban affairs springs from the Government of Canada's inevitable and vital concern for the quality of life of urban Canadians, and a realization that many federal policies, programs and projects affect the quality of cities, their economic health, and the life of the citizens within them.

Therefore, the Government of Canada has a need and a responsibility to:

- analyze how its programs and policies affect cities;
- determine how these same programs and policies can be made as sensitive as possible to local conditions and to the priorities and plans of provincial and municipal governments;
- determine how changes in the urban milieu can make particular demands on federal program responsibilities;
- ensure that the development of federal land and facilities contributes optimally to the quality and economy of urban areas; and so on.

The federal government recognizes the influence of its programs in urban areas. If it opted out by ignoring urban realities in this country, the Government of Canada would indeed be lax in its responsibilities.

One of the tools to cope with current urban issues is the Ministry of State for Urban Affairs (MSUA), created in 1971 by a Proclamation of the Parliament of Canada. MSUA has a triple role to play:

- to determine the most appropriate means by which the Government of Canada may have beneficial influence on the evolution of the process of urbanization in Canada;
- to integrate a necessary federal urban policy with other federal policies;
- to foster cooperative relationships in respect of urban affairs with the provinces and, through them, their municipalities, and with private organizations and the public.

There is no way for the Ministry to become involved in any form of urban planning or development assistance unless directly invited to do so by a provincial government, or unless an explicit agreement has been made with the provincial government.

The federal government encourages the present Quebec government to recognize that it wishes to play a supportive role, not a dominant one in urban affairs. This supportive role would allow the Government of Quebec to assure itself that all federal programming is being coordinated and reviewed for its beneficial effects in Quebec.

The federal government is committed to doing this within the framework of provincial and local plans and objectives. It needs the cooperation of the province to ensure that it can assist in meeting provincial objectives.



CURRENT HOUSING AND COMMUNITY SERVICES PROPOSALS
BY THE FEDERAL GOVERNMENT

Since the end of the Second World War, the federal government has been working to provide a framework within which a confident and responsible private housing market could operate.

A substantial majority of the units constructed since 1954 under the provisions of the National Housing Act have been financed entirely with private funds; they required no public subsidy whatsoever.

Toward the end of the last decade, two things occurred. First of all, the inflation rate began to rise dramatically. People who previously found acceptable living space well within their means were now much less able to do so. Moreover, those who already had suitable homes were selling them in order to buy new, more expensive housing as a hedge against inflation.

Another thing happened at about the same time. Because of the significant progress that had been achieved in generally improving housing conditions in Canada since the war, those who continued to suffer from bad housing conditions became a small minority of the total population. Not only did social justice continue to require that their problems be addressed: their problems were now within reach of resolution.

The federal government acted decisively and positively to meet these new circumstances. While it did not in any way seek to replace the private market system, it extended the range and type of supports which it provided to this system. The proportion of total housing starts receiving some form of federal subsidy rose from 6.3% in 1968 to 24.7% in 1970.

It became apparent soon thereafter that federal capital resources were not going to be sufficient to help all those who needed it. In 1975, accordingly, the National Housing Act was altered so that federal aid could be provided to those who obtained loans from private lenders too. The main public role became one of bridging the "affordability gap" and assuring an increased production of moderate-cost housing.

As a result of the Anti-Inflation controls placed on incomes, people began to moderate their demand for housing. Prices began to level off in 1976 and 1977. This trend was reinforced by a decline in family formations and in the birth rate.

In the rental market, the federal aid for new production was able to offset the dampening effect of rent controls. As a result of the Assisted Rental Program, 60,000 new units were committed in 1977; the prospects of a healthy vacancy rate in a large number of markets were very good indeed.

As part of its strategy for the period after the removal of wage and price controls, the federal government recognizes the need for each sector of the economy to "carry itself" to the maximum extent feasible. Public expenditure restraint cannot be exercised, nor can necessary adjustments in expectations be made if public subsidies are shot throughout the market system.

This means specifically that ways have to be found to bridge the affordability gap utilizing the vast resources of the private sector. It means that the amount of subsidy made available must be resolutely reserved for those in genuine need.

Since the latter part of the 1960's, provincial governments and municipal administrations have begun to assume more and more of the load of housing policy and programs.

Post-control policies

As a result, the post-controls era will require institutional as well as financial restraint. It is accordingly the policy of the federal government to achieve "disentanglement" of its activities and those of the provincial and municipal governments in the housing field. This means that parallel bureaucracy and unnecessary double-checking are to be eliminated. The federal government will continue to exercise its right and responsibility to

make housing aid directly available to individuals and to housing corporations. But it will tailor its aid to recognize the expanded capabilities of provincial and municipal governments.

This approach of "disentanglement" is equally relevant to federal programs of aid for community services. At present, these are operated through a complex array of agreements which apply to individual elements of the total package. Ways can be found to more effectively package this aid, to reduce the amount of intergovernmental "red tape" to the minimum, and to increase the scope for local priority-setting.

In the area of housing and urban affairs, federal-provincial relations will not be improved by the recitation of a litany of past events but rather by profiting from the lessons which we have learned and trying to translate them into policy based on current needs.

In these important sectors, federal-provincial relations appear today in an entirely new light -- a light which began to appear at the housing ministers' conference in Edmonton on the first of February last. The exchanges that took place there were productive. The conclusions which resulted were well received by the first ministers at their federal-provincial conference in Ottawa in mid-February.

In a large measure, the Edmonton meeting owed its success to the important proposals which the Government of Canada presented there regarding housing and community services and from the fact that the federal proposals which the Minister of Urban Affairs, the Hon. André Ouellet, presented corresponded largely with provincial objectives.

The new federal approach to housing policy was developed in response to current market conditions and the need for more comprehensive and flexible arrangements in the area of federal-provincial relations. This approach has four fundamental objectives which include some very practical goals for future housing policy. They also represent a fundamental change in the direction which housing policy has taken since the beginning of the "seventies".

Proposals by the federal government

The first objective is to reorganize present federal government programs with regard to conditional housing subsidies in order to increase in a large measure public efforts to improve the housing conditions of those groups who are in the greatest need. This implies a more selective use of the housing subsidy funds which are available to the government and an effort to increase the supply of housing suitable for low-income households. Present programs have been less effective than they might be for achieving this objective.

In the case of Public Housing, there has been a tendency to produce large, new "projects", which have in turn provoked community resistance. Future housing production for lower income people will need to be blended fully with the rest of the community. It should also make less use of projects designed for a special category of residents and more use of the supply of existing housing. The Government of Canada believes that, with a well-balanced action program, it is possible to double the present production of public housing to meet the needs of senior citizens and low-income people.

The second objective of the proposed new policy is to make more use of private capital for financing production of modest-cost housing for middle-income Canadians. The federal government has been headed in that direction since 1975 with the Assisted Home Ownership and Assisted Rental programs. These two programs combine private and public financing of modest-cost housing for both ownership and rental. The new proposals would have the federal government withdraw its direct financing in this sector of the market, passing the task to the private sector which, in recent years, has shown a willingness to take it on. The government will, of course, continue to make direct loans in those regions where private lenders are not active.

The third objective is to achieve a greater degree of consolidation and flexibility in carrying-out federal-provincial housing programs designed for low-income groups and the provision of community services. It is clear that the time has come to disentangle the complicated process of developing shared-cost housing programs, to eliminate duplication of effort and overlapping of responsibilities in this field of endeavour.

The final objective is to ensure a continuous, adequate level of production of new housing in general. We should take immediate steps to reduce the present large inventory of unsold houses if we want the residential construction industry to increase new housing starts and stimulate the kind of employment which accompanies active house-building.

As for the new program of community services, it will allow us to assure the municipalities more equitable access to federal funds for financing their services. It will also make possible a federal financing policy truly adapted to provincial and local objectives and, for that purpose, to mold into a single large program all federal financial assistance for special community services, neighbourhood improvement and water and sewage treatment.

In this way financing will be well matched to provincial and municipal objectives and the federal government can withdraw from the inspection and detailed approval of individual projects.

It should be clearly evident, from the description of these initiatives, that the Government of Canada is ready to make some concrete moves in the fulfillment of its commitments to give the people of Canada access to ever-improving housing and community services.

ourable
é Ouellet
ster of State
Urban Affairs

L'honorable
André Ouellet
ministre d'Etat
chargé des Affaires urbaines

Preliminary Account of Activities
of Central Mortgage and Housing Corporation
in Quebec in 1977



Summary

Central Mortgage and Housing Corporation, in all of its activities in the Province of Québec, in 1977, generated investments, private as well as public, in the order of \$1,280,139,483.

- CMHC invested in 1977 \$266,113,907 in loans, directly or under federal-provincial agreements.
- With regard to insured loans under the Corporation's Mortgage Insurance Fund activities accounted for \$872,098,000.
- Several CMHC programs provide for subsidies as well as forgiveness of loans. Under this heading, \$86,558,260 was given outright to beneficiaries of CMHC loans.
- Expenditures for administration and salaries generated in 1977 by CMHC operations in Quebec amounted to \$13,596,000.
- Expenses involved in the management of real estate totalled \$37,198,316.
- Finally, \$4,575,000 was invested in Québec in 1977 for land development and projects demonstrating new housing concepts.

CMHC'S AREAS OF ACTIVITY

National Housing Act Lending Programs

CMHC administers programs which provide direct loans in two ways: by CMHC itself to the general public or under federal-provincial agreements. Subsidies are provided within several of these programs.

These programs are designed for builders, lenders, co-operatives and non-profit corporations as well as municipalities.

CMHC also guarantees, through the mortgage insurance fund, loans made by the private sector. These are known as "insured loans".

Mortgage Administration

This activity arises directly from the making of direct loans and involves the collection of mortgage payments.

Real Estate Management

CMHC administers some housing projects directly funded by the Corporation, properties acquired from the Mortgage Insurance Fund and certain properties owned by the Government of Canada.

Planning, Development and Demonstration

CMHC is also involved in several projects involving land development and the demonstration of new housing concepts.

GENERAL ACCOUNT OF 1977 ACTIVITIES -- QUEBEC REGION

Central Mortgage and Housing Corporation in 1977, through all of its activities, generated in the Province of Québec investments, both private and public, in the order of \$1,280,139,483.

Here is the breakdown of these activities.

<u>Programs</u>	<u>Activity, 1977</u>
Direct CMHC loans	\$ 266,113,907
Insured loans	\$ 872,098,000
Subsidies and forgiveness of loans	\$ 86,558,260
Administration	\$ 13,596,000
Operation of real estate	\$ 37,198,316
Development and demonstration projects	\$ 4,575,000

Details of CMHC commitments in Québec in 1977 can be found in the Québec Region annual report which will be available after March 31, 1978.

INVESTMENT IN DIRECT-LOAN PROGRAMS

In terms of loans made directly by CMHC, investments can be shown by the type of activity, as follows:

<u>Programs</u>	<u>Activity, 1977</u>
Direct loans for the construction of market housing	\$ 2,300,000
Direct assistance	\$ 77,083,000
Social housing	Loans \$ 29,282,978 Subsidies \$ 391,159
Rehabilitation	Loans \$ 29,782,213 Subsidies \$ 11,248,255

Thus, direct-loan activities at December 31, 1977, amounted to \$138,448,191 and subsidies in the amount of \$11,639,414 were made to non-profit organizations and co-operatives as well as beneficiaries of the rehabilitation programs.

It should be emphasized that funds committed to the rehabilitation programs in 1977 were considerably higher than in 1976, evidence of the federal government's interest in preserving modest-cost housing and extending the useful economic life of all housing.

INSURED LOANS ACTIVITY

Insurance of loans by Central Mortgage and Housing Corporation has considerably broadened in recent years. In 1977, insurance of loans by CMHC were in the order of \$872,098,000.

INVESTMENT UNDER FEDERAL-PROVINCIAL AGREEMENTS

Some programs subject to federal-provincial agreements are devoted to the construction of public housing, homes for senior citizens and student housing.

The agreements also provide loans which help municipalities in the field of urban planning, such as municipal infrastructure programs, programs to encourage construction of medium-density housing and neighbourhood improvement.

A new agreement was signed in October 1977 to initiate a program of supplementary rental assistance which allows low-income families to live in conventional housing projects while benefitting from the advantages to which they would be entitled if they were living in public housing. Commitments under this program, however, have not yet begun.

CMHC's actual investments in the area of federal-provincial agreements totalled \$152,526,668 in loans, of which \$24,860,952 was forgivable, and \$49,057,894 in subsidies, all of this within a budget of \$282,400,000.

It should be emphasized that under CMHC's municipal infrastructure program, the Montreal Urban Community alone received 86.8 per cent of the funds committed for water treatment and the installation of sanitary trunk sewers, a total of \$67 million.

In addition, 1,148 units of public housing were made possible through CMHC programs at a cost of \$27,900,000.

MORTGAGE ADMINISTRATION ACTIVITIES

The Corporation administers more than 95,000 mortgage accounts in the Province of Québec with a value of more than \$2 billion.

Most of the accounts administered by CMHC represent loans made for conventional housing while, on the other hand, there is a noticeable increase in social housing projects in the total portfolio.

The offices of the Corporation which operate in this sphere of activity were given a mandate in 1977 to help their clients, not only in giving them all pertinent information but also in assisting the beneficiaries of social housing loans, for example non-profit organizations and co-operatives, in the management of project funds and various aspects of administration.

ACTIVITY AND INVESTMENT IN REAL ESTATE

CMHC's real estate portfolio in Québec in 1977 rose to 17,020 housing units, for which \$37,198,316 was spent, not counting the salaries of 380 employees working in the administration and maintenance of properties under the Corporation's management.

It should be pointed out that rents for these housing units are often lower than market rents and, in order to house more and more people of modest income, CMHC through its rent-to-income scheme subsidized the rent of more than 1,861 families at an annual cost of about \$1 million.

Rent increases were limited to 8 per cent in 1977.

INVESTMENT IN RESEARCH PROJECTS, DEVELOPMENT AND DEMONSTRATION

Beyond its regular lending activities, the Corporation in 1977 invested in a number of different land development and demonstration projects.

As an example, Place Guy-Favreau in Montréal could be cited, where CMHC is engaged in helping co-operatives and other non-profit organizations who are interested in acting as sponsors through the co-operative housing program which makes available start-up funds as well as loans and subsidies for such projects.

CMHC is also involved in the development of the Old Port of Montréal with the objective of restoring historical values to some parts of this important sector. This initiative generated the investment of some \$3.5 million in 1977.

Also in Old Montréal, the Corporation acquired properties on Rue St-Pierre which required the investment, in 1977, of \$1 million. The purpose of this acquisition is to restore these properties and to give them a residential character. Investments under this heading will climb over a period of three years at the rate of \$1 million a year.

Finally, in the Québec Region, the Duberger demonstration project in 1977 involved studies and other kinds of participation by CMHC to the amount of \$75,000. Altogether the project over the next seven years will generate an investment of \$4 million. Also worthy of mention is CMHC's participation in land development for the "Neufchatel-Laurentien" project in Québec. This pilot project will require the planning and assembly of nearly a thousand acres of land.

ADMINISTRATIVE EXPENSES

CMHC is served by 1,000 employees in 13 offices distributed throughout the Province of Québec. It draws on the skills and experience of many professionals, technicians and administrators.

The operation of its organization in Québec in 1977 required a total administrative budget of \$13,596,000 on which \$10,775,000 was distributed as salaries.



Activities in Public Housing in Quebec

THE ROLE OF CMHC

The federal government allocates to the provinces each year very substantial sums for the realization of modest-cost rental accommodation for senior citizens, low-income families, and students.

During the first quarter of each year, Central Mortgage and Housing Corporation announces to the provinces budgets of several hundred millions of dollars put at their disposal for the accomplishment of housing goals and makes these sums available up until December 31.

Consequently, it is reasonable and prudent, given the size of these investments, that CMHC require the provinces to submit complete documentation for each project (plans, specifications, estimated costs) before November 30 in order to permit a proper analysis and the issuance of loan commitments before the end of the year.

Budgetary Package 1977

The total budget provided for 1977 amounted to \$117,500,000 for activities in Québec. The distribution of this budget among the various housing programs subject to federal-provincial agreement was established as follows:

<u>Programs</u>	<u>Budgetary Allocation 1977</u>	<u>Firm Commitments at 31-12-77</u>
	\$	\$
Low-income families and senior citizens	90,000,000	40,700,000
Senior citizens (hostel-type projects)	20,000,000	--
Students	7,500,000	240,000
	<u>117,500,000</u>	<u>40,940,000</u>

Of the \$90,000,000 allocated to Québec last year under Section 43 of the National Housing Act, which is intended to provide suitable housing for low-income families and senior citizens who can't pay market prices, only \$27,900,000 was used, allowing construction of 1,148 units. The sum of \$12,800,000 under this same program was committed for the purpose of increasing loan amounts.

There were no projects approved for the \$20,000,000 which was earmarked for loans under Section 15.1 which is intended to provide hostel-type projects for senior citizens and, under the student housing program, article 47 of the NHA, only \$240,000 was used, for increasing loan amounts.

Thus, \$76,560,000 was still available when the Government of Québec submitted projects on December 15 with a value of \$64,700,000.

Federal-Provincial Exchanges

As early as March 21, CMHC informed the Québec Housing Corporation that November 30 was the last date for submitting final requests for 1977 programs.

On July 18, 1977, during a meeting with the representatives of CMHC, Mr. Couture, president of QHC, let it be understood that he did not believe that the province would use all of the federal funds made available to it for the year 1977.

In a speech on September 29, 1977, the Minister André Ouellet told the Association of Municipalities of Québec that it was urgent that the province submit to CMHC its 1977 programming, in view of the great need for public housing in Québec. He also mentioned that, of a budget of \$90 million, only \$8 million had been used to that date and that amount only for increasing loan amounts approved in previous years. He added that it was regrettable and incomprehensible that the province was not making use of the funds available for the completion of such projects.

On October 20, the CMHC representatives met again with the QHC people to discuss provincial programming and emphasized once more to Mr. Couture, the QHC president, that completed applications were required for approval by November 30, that is: plans, specifications and estimated costs.

On November 8, the president of QHC confirmed to the Regional Director of CMHC that the province would not use all of the federal funds allocated to it for 1977. He also mentioned that the province expected to present some requests for the construction of new housing in the public sector but that these requests could not be brought forward before December 15 and that they would be accompanied only by sketches or preliminary plans.

In a letter dated November 18, 1977, addressed to Mr. Tardif, the Quebec minister of Municipal Affairs and Housing, Mr. Ouellet informed him that the final date for receiving requests was put back to December 10 in order to allow the province to present complete documentation for its various projects.

Premier Lévesque has said that he could not see the importance of a delay of five days or more in receiving these requests which required the investment of \$64,700,000. Mr. Lévesque's observation notwithstanding, five more days would not have been enough to allow complete preparation of the requests since, last February 1, QHC informed CMHC that the sites for several of these projects had not yet been chosen. In any case, of the 29 projects to which Mr. Lévesque refers, none was presented with complete documentation and none could be approved. In spite of this, Mr. Ouellet has already asked CMHC to approve these projects, in the amount of \$64,700,000, as soon as completed documentation is submitted.

PROJECTS NOT PROCEEDED WITH
BETWEEN 1972 AND 1976

From 1972 to 1976, CMHC has approved loans to QHC amounting to \$360,000,000 for the construction of 16,400 units of housing under Section 43 of the National Housing Act.

At the time that the provincial government was announcing an urgent need for public housing in Québec, 5,335 potential units, involving some \$150,000,000, had not been built. If QHC were to go ahead with these 5,335 units in 1978, and with 1,148 units proposed in December 1977, it would be in a position to offer low-income families and senior citizens 6,483 new housing units.

Furthermore, of the total amount committed in 1976 under article 15.1 of the NHA, \$14,900,000 has not been used. By going ahead with these nine unrealized projects, the Corporation d'hébergement du Québec could provide senior citizens 765 hostel-type units.

Conclusion

Central Mortgage and Housing Corporation generated investments of more than \$1.3 billion in Québec during 1977. This is an enviable record and worthy of comparison with that of other administrations. The attitude demonstrated by provincial authorities towards the activities of CMHC is particularly regrettable since these activities clearly have a positive and constructive effect on the economy of Québec.

CHRONOLOGY OF CMHC-QHC EXCHANGES

1. Letter of March 21, 1977

The Regional Director of CMHC confirms to the president of QHC the budgetary allocations for 1977 and the final date for receiving completed applications for the commitment of funds.

2. Meeting of July 18, 1977

The president of QHC informs the Regional Director of CMHC that the province will probably not be able to use all the funds made available to it for 1977.

3. Speech, September 29, 1977, by the
Minister of State for Urban Affairs

Mr. André Ouellet expresses a wish to see the province submit its 1977 programming so that all available federal funds can be committed.

4. Meeting of October 20, 1977

CMHC advises QHC again of the necessity of submitting fully-documented applications within the allowed time. Both parties discuss provincial programming.

5. Letter of November 8, 1977

The president of QHC confirms to the CMHC Regional Director that it will be impossible for QHC to commit all of the funds allocated (\$117.5 million), that QHC will not be able to produce completed applications in 1977 and that even the sketches or preliminary plans for these projects will not be available before December 15, 1977.

6. Letter of November 18, 1977

The Minister of State for Urban Affairs informs Mr. Tardif that the date fixed for receiving completed applications will be put back to December 10.

7. December 15, 1977

QHC's incomplete applications are received. CMHC finds it impossible to consider them within the 1977 budget allocation because of the lateness of the submissions and the absence of plans and building specifications of even a preliminary nature.

8. February 1, 1978

In a report on work in progress received by CMHC, it is ascertained that QHC has not yet chosen the sites for several of the 29 projects presented on December 15.

NATIONAL HOUSING ACT

SECTION 43

PUBLIC HOUSING

BUDGET ALLOCATIONS, COMMITMENTS AND STARTS

PROVINCE OF QUEBEC

YEAR	ANNUAL ALLOCATION (\$)	ACTUAL COMMITMENTS (\$)	ACTUAL COMMITMENTS (UNITS)	VALUE OF PROJECTS APPROVED PRIOR TO 1977 AND NOT STARTED (\$)	ACTUAL STARTS (UNITS)
1972	70,000,000	63,700,000	2,952	-	1,221
1973	45,000,000	69,500,000	3,999	3,500,000	2,772
1974	80,000,000	53,600,000	2,751	4,900,000	2,283
1975	65,000,000	65,000,000	3,072	36,700,000	3,449
1976	90,000,000	109,000,000	3,628	104,000,000	1,374
1977	90,000,000	40,700,000	1,148	-	1,041
TOTAL	440,000,000	402,000,000	17,550	149,100,000	12,140

Honourable
André Ouellet
Minister of State
for Urban Affairs

L'honorable
André Ouellet
ministre d'État
chargé des Affaires urbaines

SA
UA
-N26
For Immediate Release

NEW COOPERATIVE HOUSING PROGRAM IS APPROVED

OTTAWA, January 11 - The number of people living in cooperative housing in Canada could easily double from the present level of 50,000 to more than 100,000 persons over the next few years.

The statement was made today at a press conference attended by Urban Affairs Minister André Ouellet, the Executive Director of the Cooperative Housing Foundation of Canada, Glenn Haddrell, and the President of Central Mortgage and Housing Corporation, Ray Hession, to explain the features of a new and distinctive cooperative housing program.

Mr. Ouellet noted that the new program is the culmination of months of negotiations. "The new cooperative housing program will result in substantially increased levels of production for this type of accommodation.

"At the present time, many people in all income categories and in all parts of Canada live in cooperative housing. Most of these projects have been built during the past five years and there is no doubt in our minds that the new program we have worked out will add greatly to this number. The government of Canada will almost double its financial

.../2



Central Mortgage
and Housing Corporation

Société centrale
d'hypothèques et de logement

for further
information
telephone

pour plus
d'informations
téléphoner à

assistance and discussions with the private lending institutions have borne out their willingness to invest as much as \$500,000,000 in the next few years in support of cooperative housing".

Mr. Haddrell noted that "the new cooperative housing program underscores quite clearly that the government of Canada is committed to strengthening the cooperative housing movement in this country.

"The new program responds in every way to the desires of the members of the cooperative housing movement to join together and to work together to build and maintain housing they can afford and of which they can be proud."

CMHC President Ray Hession added that "we are most anxious to see cooperative housing continue to develop as an important means of offering yet another choice of accommodation and tenure to families of various income groups.

"I have personally talked to officials from financial institutions about the need to fund this kind of housing and have been assured that the required financing will be available."

Features of the new cooperative housing program include fewer controls by Central Mortgage and Housing Corporation on actual project development; cooperatives will have the opportunity to employ a wider range of procurements techniques based on the group's experience; greater latitude by cooperative housing groups in choosing between the acquisition of existing developments and the construction of new projects; a significant increase in the federal financial support to cooperative projects and a continued application of the residential rehabilitation assistance program.

BACKGROUND PAPER
NON-PROFIT COOPERATIVE
HOUSING PROGRAM

GENERAL: The new federal non-profit cooperative housing program has been designed to provide a distinct set of arrangements which are linked to the particular objectives, characteristics and needs of cooperative associations. The program will enable cooperative groups to develop effectively the most appropriate form of housing suited to the needs principally of cooperative members and others of low and moderate income.

Under this program, which is tied to the National Housing Act, legislative changes, which the Honourable André Ouellet tabled in the House, cooperative groups will arrange capital funding, for both new construction projects and for the acquisition and rehabilitation of existing housing, from approved lenders. Central Mortgage and Housing Corporation may act as a lender of last resort where cooperative groups are unable to obtain funds from approved lenders.

Program requirements include cost maxima determined by Central Mortgage and Housing Corporation. Such projects will be eligible for federal assistance to offset market interest costs.

To assist cooperatives in developing proposals which meet program requirements, development funding is available under the Federal Start-up Program.

PROGRAM

OBJECTIVES: The major objectives of the program are: to assist cooperative groups to realize modest affordable housing appropriate to the needs of low and moderate income families and individuals; and to produce such housing at minimum cost by implementing appropriate cost controls.

MAJOR
PROGRAM

ELEMENTS: Capital Financing

Cooperative Housing groups will seek approved lender capital financing for both new and existing projects. It is proposed that loans will be available up to 100 per cent of the lesser of appraised value or cost maxima based on the form of housing and bedroom count established on a market by market basis. There will be no explicit unit size restrictions.

Federal Assistance

Federal assistance available to offset market interest rates will be the equivalent of an interest rate write down to a maximum of 2 per cent for 100 per cent loans.

The maximum amount of federal assistance will be sent to the cooperative. Issuance of assistance cheques will coincide with the cooperative's mortgage payments, whether they are made monthly or otherwise. At the end of each fiscal year, the cooperative will submit to Central Mortgage and Housing Corporation an audited financial statement and a project data report detailing revenues and expenses. If the cooperative did not need the full amount of federal assistance, then it will return any overpayment to Central Mortgage and Housing Corporation.

The federal assistance is provided under conditions which encourage a cooperative to reduce its annual operating costs. Assistance provided to the majority of units is in a fixed amount and is tied to the mortgage repayments. By carefully controlling operating costs, the cooperative can reduce the costs of housing its members must bear.

Subsidy Surplus Account

When a cooperative does not use all of the federal assistance available, a maximum amount of \$500 for each unit in the project may be set aside in a separate account and used in later years to offset operating cost increases if the income mix changes significantly.

ASSUMPTIONS:

Unit Cost \$ 42 000
 100% Loan 42 000
 Interest Rate 11 ½%
 Amortization Period 35 Years
 Lower end of Market
 Rent (Project Rent)
 1st Year \$ 475

Annual 5% Increase in Operating Costs (Incl. Maintenance) - 100 Unit Project
 Total Federal Assistance Available Per Month \$25 400
 Rents are For Fully Serviced Units

Year	Monthly Economic Rent			Monthly Project Rent			Subsidy Regular for not more than 85%/Units	Total Federal Ass't Available	Residual Ass't Available to at Least 15% of Units
	Principle/Int. \$	Operating		Principle/Int. \$	Operating				
		\$	Total \$		\$	Total \$			
1	393	200	593	275	200	475	118	254	136
2	393	210	603	275	210	485	118	254	136
3	393	220	613	275	220	495	118	254	136
4	393	231	624	289	231	520	104	254	170
5	393	243	636	303	243	546	90	254	164
6	393	255	648	318	255	573	75	254	179
7	393	268	661	334	268	602	59	254	195
8	393	281	674	351	281	632	42	254	212
9	393	295	688	369	295	664	24	254	230
10	393	310	703	387	310	697	6	254	248
11	393	326	719	393	326	719	0	254	254

Incl.

to

35

Honourable
André Ouellet
Minister of State
for Urban Affairs

L'honorable
André Ouellet
ministre d'État
chargé des Affaires urbaines

OUELLET SEEKS LEGISLATION FOR LOW INCOME HOUSING AND COMMUNITY SERVICES

UA
- N 26

Ottawa, December 12 -- Urban Affairs Minister André Ouellet today introduced in the House of Commons a Bill which modifies certain programs under the National Housing Act.

NON PROFIT HOUSING

The Bill authorizes payment of subsidies to groups which are prepared to provide housing for low income people. These include non-profit housing corporations, either privately owned or established by provincial or municipal governments.

Sponsors of housing for senior citizens and low-income families will now obtain 100 per cent financing from private lenders. The Federal Government will provide increased subsidies equivalent to a reduction in the rate of interest payable on these loans to as low as two per cent.

MORTGAGE INSURANCE:

The Bill also provides for the first time that NHA mortgage insurance will be available for the purchase or improvement of existing rental properties. Existing non-residential buildings which can be converted for housing purposes will also qualify for assistance. Previously such insurance was available only for the construction of new properties.



In addition private loans made to non-profit housing corporations covering up to 100 per cent of the value of such projects will be eligible for mortgage insurance under the National Housing Act.

The Bill extends the mortgage insurance provisions in a number of other programs, as well, in order to encourage private investment in housing and to give effect to recently-announced budget-reducing measures.

Loans made by a provincial government or guaranteed by a provincial government, for purposes of the Act will be exempt from the insurance fee.

The Bill will also allow Central Mortgage and Housing Corporation to increase from \$25 Billion to \$40 Billion the limitation on the total amount of all loans for which insurance can be issued.

RESIDENTIAL REHABILITATION ASSISTANCE PROGRAM

Today's Bill provides NHA insurance for landlords seeking to rehabilitate their rental properties. CMHC direct loans and subsidies based on income will continue to be available under the RRAP to individual homeowners. Co-operative housing groups and non-profit associations will also be eligible for RRAP assistance. The Bill will remove all restrictions regarding areas where the program applies. The program previously was restricted to designated areas. The Bill also removes the \$500 per unit limitation on subsidies available for the rehabilitation of hostel or dormitory type accommodation.

NATIVE HOUSING

The Bill also provides for the first time that loans may be insured where they are made to Indians living on reserves -- either individuals, groups of Indians or band councils -- to help buy, improve or build housing projects on the reserve. With the consent of the Minister of Indian Affairs and Northern Development, private loans to such persons under the RRAP program may also be insured. Indians, for the purposes of this Bill, are those coming within the meaning of the Indian Act.

CO-OPERATIVE HOUSING

The Bill also eases the constraints on private, insured lending to co-operatives. Up until now, private loans for co-operative housing projects could not be insured unless CMHC was satisfied that at least 80 per cent of the housing units would be occupied or owned by members or share-holders of the co-operative. The provision will be modified to reduce this requirement from 80 per cent to "a majority".

GRADUATED PAYMENT MORTGAGE

The Bill modifies the Graduated Payment Mortgage Program, in providing that where a borrower defaults on the repayment of a GPM insured loan made by an approved lender, CMHC may take over the loan and make a quick settlement with the lender.

CORPORATE NAME CHANGE:

The Bill changes the name of Central Mortgage and Housing Corporation to CANADA MORTGAGE AND HOUSING CORPORATION. This move is intended to identify more clearly, the Corporation as an agency of the Government of Canada.

COMMUNITY SERVICES PROGRAM:

The Bill seeks to amend the National Housing Act to allow for a Community Services Program which will assist provinces and municipalities to provide improved public services.

NHA AMENDMENTS, 1978

BACKGROUND INFORMATION

1. General
2. Non Profit Housing
3. Residential Rehabilitation Assistance
4. Mortgage Insurance
5. Community Services Program

1. General

In May, 1978, Urban Affairs Minister André Ouellet announced a series of changes in federal government housing policies. These initiatives were the culmination of months of study and consultation with provincial governments.

Objectives

- * Maintenance of a high level of housing production.
- * A substantial increase, up to 30,000 units per year from the present level of approximately 19,000 units, in the amount of housing available to meet the needs of the lowest income people.
- * The disentanglement of the complex set of arrangements under which federal and provincial housing and community services programs have been operating.
- * The fullest possible utilization of private sector capital for activity previously funded by the Federal Government.

Initiatives

Included in the new housing initiatives were:

- * increased contributions to provinces, municipalities and private sponsors of low-rental housing projects,

- * CMHC withdrawal from project selection, review, and inspection for publicly-sponsored non-profit housing developments,

- * a phase-out of the traditional public housing programs,

- * greater use of existing housing instead of new construction to provide accommodation for low-income families,

- * introduction of a new mortgage instrument called the Graduated Payment Mortgage,

- * removal of restrictions which limited the Residential Rehabilitation Assistance Program to certain areas.

Some of the new policies did not require legislative action and became immediately effective. Other measures required statutory amendments. The Bill currently before Parliament seeks the legislative changes required by the new policy directions and, by encouraging private investment in housing, gives effect to budgetary reductions recently announced by the President of the Treasury Board.

2. Features of the new non profit Housing program
include:

- * the program operates through non-profit corporations -- either private corporations or those created by provincial or municipal governments -- and co-operatives,

- * the sponsors obtain their mortgage loans from private sources,

- * CMHC provides mortgage insurance to encourage lenders to make such loans available, but the loans do not have to be NHA-insured to qualify the projects for subsidy aid,

- * the housing is available to anyone at market rents and, at less-than-market rents, on a rent-to-income basis,

- * to offset operating losses the Federal Government provides subsidies equivalent to a reduction in the rate of interest payable on these loans to as low as two per cent,

- * if further contributions are needed, they must be provided by the provincial government; when the provincial and federal governments have made equal contributions, any further assistance needed is provided jointly by the province and the Federal Government on a 50-50 basis,

The Federal Government will continue to provide start-up funds to private non-profit corporations and co-operatives. The maximum amount available for a project has been increased from \$10,000 to \$75,000.

The Federal Government will no longer make project-by-project inspections and approvals of provincial and municipal projects; it will accept a certification by the provincial government that the project conforms to all required standards and conditions.

For housing projects other than those sponsored by non-profit corporation and co-operatives, the Federal Government will promote increased use of the Rent Supplement Program. Under this program, up to 25 per cent of units in any housing project may be allocated for use by low-income people on a rent-to-income basis and the federal and provincial governments share the operating losses incurred by the reduced rents.

The new Non-Profit Housing Program will have immediate effect on proclamation of the new amendments to the National Housing Act.

Public Housing under the 75-25 per cent federal-provincial partnership arrangements will continue to be available to the provinces as an option to the new Non-Profit Housing Program. The other traditional Public Housing arrangements -- 90 per cent federal loans and 50-50 sharing of operating losses with provinces -- will no longer be available after 1978.

3. Residential Rehabilitation Assistance

RRAP was introduced in 1973, providing federal loans and grants to assist in the improvement and repair of substandard dwellings. Loans -- part of which could be forgiven -- were available only to homeowners and landlords who owned property in Neighborhood Improvement areas or other specially-designated areas of the country and for non-profit housing projects. The new legislation removes these restrictions.

As part of the recent budget reductions, it was announced that direct CMHC loans to landlords for residential rehabilitation purposes would terminate at the end of 1978. Although subsidy funding would continue, landlords would be required to obtain their loans from private sources.

The Bill now before Parliament would assist landlords in obtaining such loans by providing that they may be insured under the NHA. It also removes the \$500-per-unit limit on subsidies for the rehabilitation of hostel or dormitory type accommodation.

4. Mortgage Insurance

Mortgage loan insurance was introduced in 1954 when the National Housing Act was amended to permit the chartered banks to enter the residential mortgage lending field. The banks had previously been excluded from direct mortgage lending under the terms of the Bank Act.

NHA mortgage insurance, by protecting the lender against the risk of loss, encourages approved lenders to invest in mortgages. Mortgage insurance fees, paid by borrowers to CMHC, are accumulated in a mortgage insurance reserve fund. Lenders may claim against the fund in the event a borrower defaults on his payments and a foreclosure results. The mortgage insurance fee is usually one per cent of the amount of the loan and is included in the loan amount.

The Bill now before Parliament extends mortgage insurance to some private loans by approved lenders which were not previously covered:

- * loans for the acquisition of existing rental projects. (Previously only loans to finance construction of new housing could be insured.)

- * loans for the acquisition of non-residential buildings, such as ehere houses which can be converted into housing.

- * loans to Indians, or Indian groups, for building or rehabilitating housing on reserves,

- * loans to non-profit rental companies or continuing co-operatives for 100 per cent of the project value rather than the previous limit of 90 per cent,

- * loans to landlords for rehabilitation of their properties under the Residential Rehabilitation Assistance Program. (Previously landlords received direct loans from CMHC.)

The bill also:

- * provides lenders with a quick settlement of NHA-insured Graduated Payment Mortgages when they are in default,

- * makes insured loans available to co-operatives provided that a majority of the housing units are to be occupied or owned by members or share-holders of the co-op. (The previous requirement was for 80 per cent occupancy or ownership.)

- * allows CMHC to insure certain loans with security other than a first mortgage,

- * provides that loans made or guaranteed by provincial governments, for purposes of the Act, are exempt from the mortgage insurance fee,

- * increases from \$25 billion to \$40 billion the limitation of the total amount of all mortgage loans which CMHC may insure.

5. Community Services Program

In May of 1978, as part of a series of "new directions" in housing, Urban Affairs Minister André Ouellet announced a new global approach for federal assistance for community services.

For some years, the federal government had been providing assistance to provinces and municipalities for neighborhood improvement, for the treatment of water and sewage, and to encourage the construction of moderately-priced, medium-density housing.

It is proposed to expand and consolidate this assistance in a general, Community Services Program.

The new program seeks to provide increased flexibility and wider latitude to the provinces and their municipalities in using federal funds; enable federal assistance to better respond to local needs and conditions; reduce duplication in detailed administrative procedures by disentangling the federal government from project-by-project scrutiny; enhance the degree of which federal assistance meets the priorities of the provinces and their municipalities; and better ensure that federal assistance is available equally to all provinces.

Funding under the Community Services Program will be used not only for neighborhood improvement and water and sewage treatment or for encouraging medium-density housing,

but for social, cultural and recreational facilities such as day-care centres, community centres, libraries, neighborhood ice rinks and parks.

The funds will be allocated to each province, and by the province to the municipalities, according to an agreed formula which will ensure that they are applied effectively and equitably.

The Government of Canada, through its agency Central Mortgage and Housing Corporation, will continue to honor existing commitments made under the neighborhood improvement and municipal infrastructure programs, but no new commitments will be made after 1978.

The federal and provincial governments will sign agreements covering the operation of the Community Service Program for 1979 and 1980. The program will start in 1979 with a funding level of \$150,000,000. As of January 1980, it will increase to its long-term funding level of \$250,000,000.

